

A350 Melksham Bypass



Report on Second Public Consultation

October 2021

Wiltshire Council

Executive Summary

A second public consultation on the proposed A350 Melksham Bypass was held between 23rd June 2021 and 8th August 2021. It was launched at the Melksham Board and was primarily an online consultation because of the pandemic. There were two webinars held and two drop-in sessions at Melksham library. Information on the emerging route and the scheme background were provided on the scheme webpage on the council's website which included a link to a questionnaire. Comments could also be made by email or by post.

There were 760 responses to the online questionnaire, and 480 emails or written responses, which contained a total of 5,970 comments. It should be noted that in some cases the written submissions may have duplicated questionnaire responses.

The local councils were invited to give their views and Melksham Town Council listed the pros and cons for the scheme and suggested ideas for mitigation measures should the scheme proceed. Melksham Without Parish Council considered that further evidence is required to justify the scheme and suggested some changes to the proposals. Lacock Parish Council objected to the scheme and raised some specific issues. Seend Parish Council indicated that their preferred choice would be no bypass and made comments on the proposals.

The National Trust would appreciate further engagement with Wiltshire Council and other stakeholders such as Lacock Parish Council to fully understand the proposed road scheme and its implications for Lacock. Wiltshire Air Ambulance commented about signing and street lighting aspects. Bowerhill Residents Action Group felt that the proposed Melksham Bypass would be detrimental to Bowerhill residents and its surrounding environment. The Executive Committee of the Bowerhill Scout Troop objected to the proposed route because of the effect on areas they use. Community Action Shaw and Whitley (CAWS) Group supported the emerging route.

There were fewer questionnaire responses to the second consultation, with 760 questionnaires completed compared to 1,018 previously. The number of responses not supporting the need for improvements to the A350 at Beanacre and Melksham was virtually unchanged at 396 compared to 406 previously, but the number of responses supporting an improvement reduced from 594 to 331.

In the second consultation questionnaire response there were 396 (52%) responses that did not support the need for an improvement to the A350 at Melksham and Beanacre, and 331 (43%) that did support the need for an improvement. There were 486 (67%) responses that considered that the emerging route being consulted on would not be suitable for the scheme, and 235 (33%) responses that considered that the route would be suitable.

At the northern end of the scheme Option A, connecting to the southern roundabout at Lacock, had more support than Options B or C, but a majority of responses did not prefer any of them.

From the questionnaire responses there was a clear divergence of opinion between those who supported the need for an improvement to the A350 and those who did not. Most of those who supported the need for an improvement (331 responses) considered the emerging route to be suitable for the scheme - 228 responses (69%) and preferred Option A at the northern end - 209 responses (63%).

The questionnaire provided the opportunity to comment on aspects of the proposals, and the biggest concern expressed was about the potential impact on the countryside, habitats, and the environment (242 responses). There were various opinions and comments about the scheme which will be helpful should the scheme proceed to the next stage.

From the emails and letters received the main concerns about the scheme and the emerging route were also about the potential impact on the countryside, scenic areas, and potential environmental impacts (256 responses), noise (263 responses) and air pollution (256 responses). There were concerns regarding impacts on wildlife, including protected or endangered species (217 responses) and about the effect on access from Melksham and Bowerhill to the canal, countryside, and Giles Wood (196 responses), particularly with regard to the effect on physical and mental well-being (136 responses).

Other comments were in connection with changing traffic patterns as a result of the Covid pandemic, increased flexible or home working and increased online shopping which may reduce the need for the scheme (122 responses), and that the scheme would create potential for infill house building (120 responses) and would be a bad use of public money, is unaffordable or the benefits do not outweigh costs (113 responses).

There were a large number of comments about aspects of the scheme both in the questionnaire and the written responses from the public and organisations, which identified particular concerns about the scheme. In some cases, potential mitigation measures were suggested.

The consultation responses suggested variations to sections of the route, including realigning the route further south at Bowerhill to keep it further from residential properties, straightening the route between the A365 and A3102 junctions to locate it further from Redstocks, and alternatives at the northern end to connect to the A350 closer to Beanacre. These alignments may have some merits and would be worth exploring further at the preliminary design stage.

From the consultation it is clear that there are opposing views about the need for a bypass. However, it does appear that the emerging route, or a variation of it, could provide a suitable route for the scheme should it proceed to the next stage.

The consultation has provided a significant amount of information regarding the views of the local communities and clearly identified the issues that are of most concern locally in connection with the proposals.

List of Appendices

Appendix 1 - Responses from Organisations

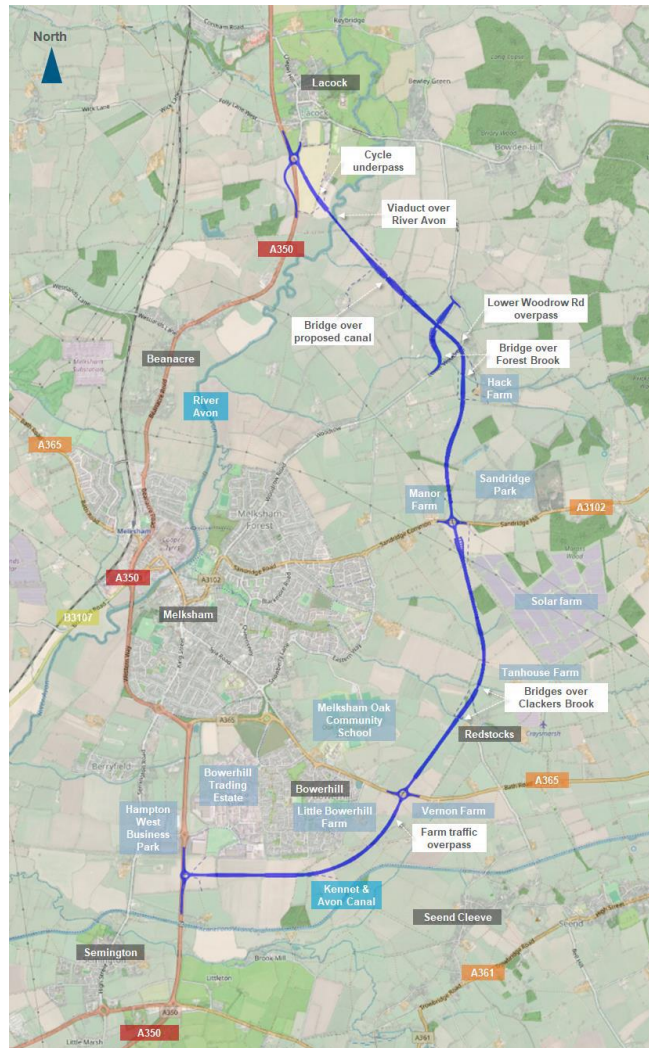
Appendix 2 - Responses to the online questionnaire

Appendix 3 - Comments in response to the questionnaire

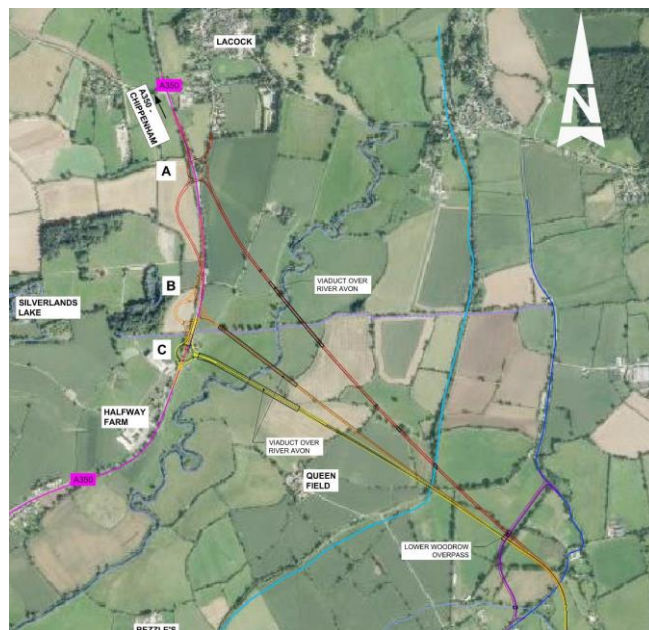
Appendix 4 - Written and email responses to the consultation

The Proposals

The emerging route consulted on



Route options at the northern end of scheme consulted on



Further information at: <https://www.wiltshire.gov.uk/highways-a350-melksham-bypass>

Introduction

The A350 Melksham Bypass is a Large Local Major scheme which has been awarded development funding by the Department of Transport (DfT) to take it to Outline Business Case (OBC) stage. It would be a major improvement to the important A350 route which provides vital transport links between the M4, the towns of western Wiltshire and the south coast.

In March 2020, the Government awarded Wiltshire Council funding to further develop the case for the scheme, having considered the initial submission made in July 2019.

A range of options for the scheme were the subject of a first public consultation between 4th November 2020 and 17th January 2021, including road and non-road options.

Further scheme development, taking into account the response to the first consultation, and an option sifting exercise were undertaken to identify an emerging route, which was the subject of this second consultation.

Transport Objectives

The transport objectives of the scheme were confirmed by the Council's Cabinet on 13 October 2020 and are to:

- (i) Reduce journey times and delays and improve journey reliability on the A350 through Melksham and Beanacre, improving local and regional north-south connectivity, and supporting future housing and employment growth in the A350 corridor.
- (ii) Reduce journey times and delays on and improve journey reliability on the following routes through Melksham and Beanacre:
 - A350 South – A3102
 - A365 West – A365 East
 - A350 South – A365 West
- (iii) Provide enhanced opportunities for walking and cycling between Melksham town centre and the rail station / Bath Road, and along the existing A350 corridor within Melksham and Beanacre, which will help reduce the impact of transport on the environment and support local economic activity.
- (iv) Reduce personal injury accident rates and severity for the A350 and Melksham as a whole, to make the corridor safer and more resilient.
- (v) Reduce the volume of traffic, including HGVs, passing along the current A350 route in northern Melksham and Beanacre to reduce severance, whilst avoiding negative impacts on other existing or potential residential areas.

Public Consultation

The second public consultation was launched at the Melksham Area Board on 23rd June 2021. The presentation and consultation material can be viewed on the scheme webpage at:

<https://www.wiltshire.gov.uk/highways-a350-melksham-bypass>

In view of the pandemic, the second consultation had to be held primarily on-line, with the opportunity to submit written comments by letter or email. There were press releases about the forthcoming consultation issued on 24th May 2021 and 1st June 2021.

Webinars were held on 6th and 13th July 2021 which comprised a presentation describing the proposals and the opportunity for the public to ask questions. As there was not time to reply to all the questions during the webinar, the answers were provided on the scheme webpage shortly after.

A press release was issued on 7th July 2021 to advise that a video of the proposed route had been prepared and was available to view on YouTube. The link to the fly-through video is still available on the scheme webpage.

A meeting was held with Melksham Without Parish Councillors on 8th July 2021 prior to their own meetings regarding the scheme. At the Corsham Area Board on 22nd July 2021 a Chairman's announcement was made regarding the consultation to encourage participation.

Two drop-in sessions were held at Melksham library on 30th July and 6th August 2021 where plans of the scheme were displayed, and staff were available to answer questions.

The response to the consultation was mainly collected through scheme webpage, which provided a short introduction to the scheme and background information, Frequently Asked Questions, and provided a link to a questionnaire. The public were invited to give their views via the questionnaire, or by email or writing to the council by 8th August 2021. The aims of the second non-statutory consultation were to:

- engage with stakeholders affected by or interested in the scheme;
- engage with potentially affected landowners;
- encourage involvement from stakeholders and build strong open relationships;
- raise awareness of the scheme and understanding for the need to improve the A350;
- inform about the emerging option identified including walking, cycling and horse-riding measures;
- understand stakeholder concerns, issues and suggestions;
- receive feedback on the options to allow us to develop the scheme further; and
- prepare for the statutory consultation phases.

Response to the Consultation

There were 760 responses to the online questionnaire, and 480 emails and written responses, which contained a total of 5,970 comments. It should be noted that in some cases the written submissions may have duplicated questionnaire responses.

Most of the responses to the questionnaire were received from residents of Melksham and the surrounding area:

- Melksham Without – 353 responses
- Melksham – 136
- Lacock – 65
- Seend – 36
- Elsewhere in Wiltshire – 144
- Outside of Wiltshire – 26

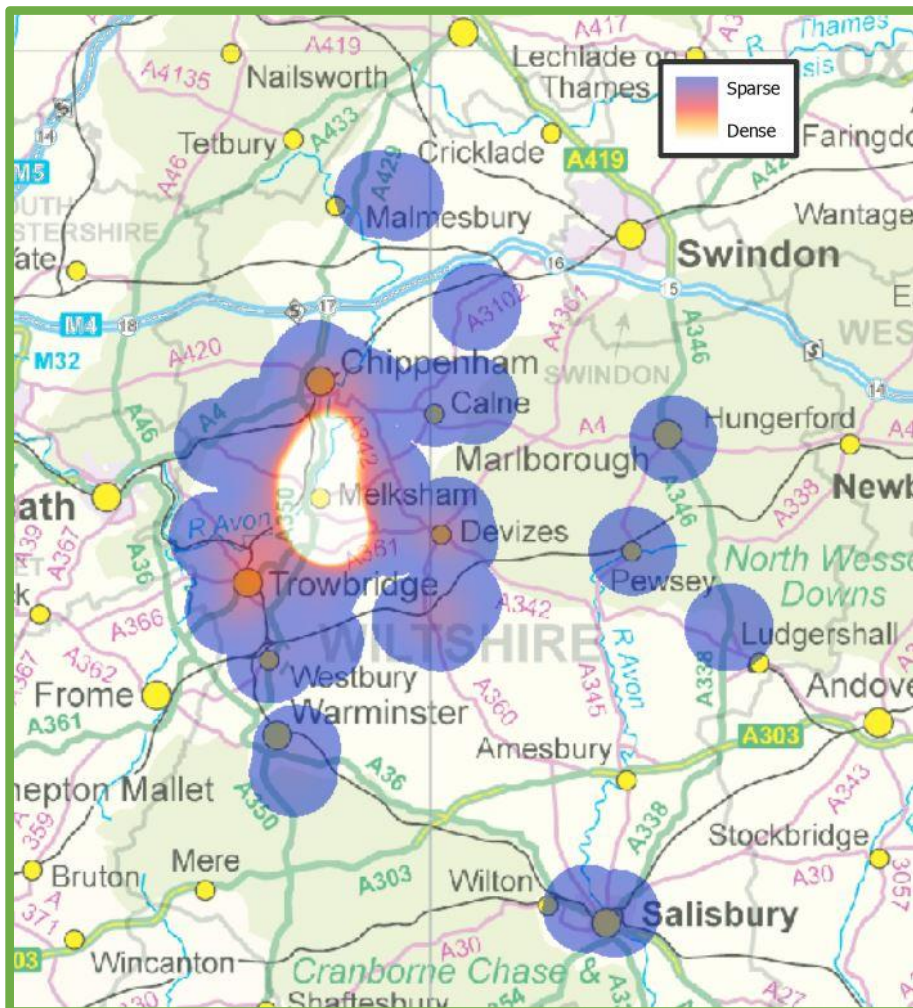


Figure 1 - Location of responses to the questionnaire within Wiltshire

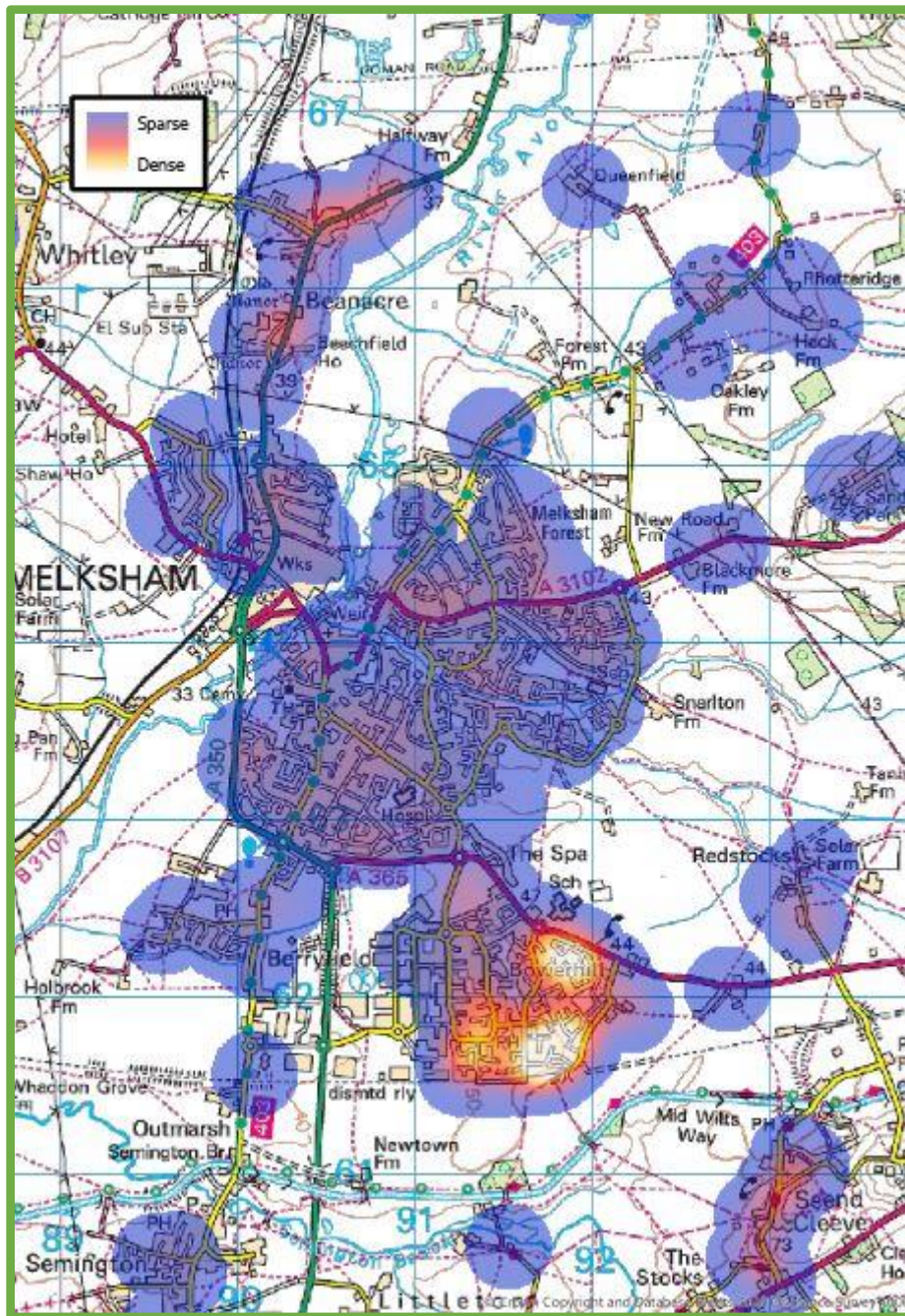


Figure 2 - Location of responses to the questionnaire within Melksham

There were a significant number of responses from Bowerhill, particularly from areas close to the proposed route.

In most cases the written responses did not provide an address, but it would appear that a significant proportion of them also originated from the Bowerhill area, as well as Redstocks, Seend Cleeve and Beanacre.

Response from Organisations

There were responses to the consultation form Melksham Town Council, Melksham Without, Lacock and Seend Parish Councils. The responses from these organisations are included in **Appendix 1** and are summarised below.

Response from Local Councils

Melksham Town Council

Melksham Town Council noted that the emerging route being consulted on does not pass through Melksham Town parish, and is mostly in Melksham Without, however, the proposed bypass route, or any changes to road structure or designation along the North-South corridor, WILL have a major impact on Melksham Town, as would going further without changing the current setup.

The Town Council listed the pros and cons of the bypass in terms of traffic, businesses, environmental, residents and general matters. The council raised some questions and made comments about aspects of the scheme, including rights of way, carbon footprint and environmental aspects.

Should the scheme proceed the council suggested ideas for mitigation and community benefits, including land banking or bunds to screen the bypass, including the use a cutting between Bowerhill and the canal, and the use of 'green bridges' particularly from Bowerhill to the canal, picnic area and Giles Wood. There were suggestions for planting using native tree species and hedgerows, the creation of a nature reserve and the creation of walking and cycling routes with an additional bridge.

The Town Council referred to the complementary walking and cycling measures proposed in connection with the scheme and provided suggestions about improved routes to Melksham Cemetery, the railway station and to the outskirts of town and the countryside.

It was suggested that the 'bulge' in the bypass route adjacent to Redstocks should be smoothed out, whilst recognising the archaeological considerations.

The Town Council indicated that at this early stage of the development of the bypass opinions of the members are still mixed and open to reconsideration. Discussions were requested on the comments raised in order to achieve as best an outcome as possible for its residents if the bypass were to go ahead.

Melksham Without Parish Council

Melksham Without Parish Council noted that they are in a unique position with regard to the proposed A350 Melksham Bypass. The majority of the proposed 10c route is in the parish, and its potential impact will affect the variety of communities that the council represent in differing and varying ways, from the north in Beanacre, the east in Woodrow and Sandridge, and to the south in Bowerhill and Redstocks. and those in

Berryfield at the Semington Road end of the village, close to the existing A350, also have strong views.

It was considered that up-to-date evidence is required to justify the scheme because of the changes to travel following Covid-19, the recent improvements to Farmers Roundabout, the need for presentative data on the use of rights of way, and the wider priorities of the move to zero carbon emissions.

Should the scheme proceed the council would like to see the following changes:

- The route to alter so that it does not cross Lower Woodrow as proposed, but closer to Melksham. This is to avoid sensitive properties such as a Listed Farmhouse with shallow foundations and a brand-new farm worker's house, both of which are very close to the proposed route, one will almost be destroyed by the proposed alignment.
- More justification is given for the "eastern bulge" which brings the suggested alignment close to the community of Redstocks.
- The alignment to the East and South of Bowerhill is moved further towards the canal and away from village residents, such that the connection to the existing A350 may need to move further South.

The parish council made detailed comments and suggestions about various rights of way diversions and closures which could be required in connection with the scheme. The council asked that no public rights of way are closed or diverted, but if this not possible that tunnels or bridges are provided where they cross the proposed bypass.

If the scheme goes ahead the council would like to see a number of mitigation and community benefits including:

- A 'cutting' is used for the section of bypass between Bowerhill and the canal in order to improve the visual impact of the bypass.
- 'Bunds' adjacent to 'settlements' are created to mitigate against any noise.
- All bridges proposed are 'green bridges' particularly the one from Bowerhill to the canal/picnic area and Giles Wood, in order to provide the feel of the continuation of the open countryside.
- All bridges need to be easily accessible, with shallow ramps either side.
- Any acoustic barriers required should be 'green barriers' to provide a more 'natural' look to blend in with the countryside.
- Any tunnels/underpasses be 'green' in design to blend in with the countryside with adequate lighting and CCTV.
- Forestation of the whole area bounded by Portal Way, the canal, the bridleway and Brabazon Way, and of as much of the area between the bridleway and the A365 as possible.
- Any pedestrian crossings should only be near roundabouts, where traffic speeds are lower, and should be traffic-light controlled.
- Pedestrians should be discouraged from attempting to cross the road elsewhere by means of barriers, railings, hedges, fences, etc.

- A footpath is provided from Sandridge Common to Prater's Lane. Some form of parking be created to replace that which will be lost.
- Improvements to the access and parking area at the end of Bowerhill Lane.
- A permanent all-weather surface for the whole length of the bridleway SEEN13, from the parking area to the picnic area, but with vehicular access prevented (except by authorized users)
- Footway/cycleway adjacent to the bypass route should be ALWAYS on whole length of the by-pass. Provision should be made for additional bridleways.
- The parish council suggest the area from the Market Place to Sainsburys Supermarket be pedestrianised with bus access only.
- Improvements to safety for those people using Public Rights of Way through the Turnpike garage forecourt crossing the A365 to access MELW20.
- Consideration should be given to the Parish Council obtaining a strip of potentially severed land in order to extend Bowerhill Sports field to create more public open space and football pitch provision.

Further details of the suggestions are included in Appendix 1.

The council requested that discussions take place on the comments raised in order to achieve as best an outcome as possible for its parishioners if the bypass were to go ahead.

Lacock Parish Council

Lacock Parish Council at an extra Parish Council meeting on 2nd August 2021 resolved to object to the emerging option adversely impacting Lacock which culminates at the northern end in Junction Option A. The reasons for objection included:

- Concern about the levels of noise, air and light pollution which would be caused on the bypass and at the junction,
- Encroachment of major infrastructure so close to the Southern boundary of Lacock,
- Adverse impact on the heritage and setting of Lacock Abbey and the village,
- Visual impact of the bypass and viaduct on Lacock's setting
- Potential for infill of land between the existing A350 and bypass for new housing in the future.

A number of specific issues/issues/questions were raised at the meeting which the Parish Council would wish Wiltshire Council to resolve:

1. Lacock Parish Council requests that the two traffic issues of the bypass and the southern Lacock exit to A350 are considered separately.
2. It is unclear why the bypass has now been proposed as the longest route possible, coming so close to Lacock and not rejoining the A350 just north of Beanacre.

3. Why has the junction of the bypass with Woodrow Road been removed and instead a flyover proposed over the bypass making Lower Woodrow Road straighter and more appealing to commuters than currently?
4. Why has the bridge over the flood plain and river been positioned at the widest point making the viaduct so visible and requiring the most expensive solution?
5. What consideration has been given to the environmental and heritage impacts to Lacock Abbey and the village? How does Wiltshire Council propose to obscure this road from view?
6. The Parish Council would welcome learning how Wiltshire Council, in the future, proposes to deal with the section of the A350 between the junction of the bypass with the A350 and the Lackham roundabout.
7. How does this road construction satisfy county and national targets for limiting emissions and meeting binding WHO air quality targets?

Despite lodging an objection, Lacock Parish Council would welcome working with Wiltshire Council and the National Trust to find a mutually acceptable solution to the route for the Melksham bypass.

Seend Parish Council

Seend Parish Council indicated that their preferred choice would be no bypass and suggested that the majority of people preferred the existing road to be improved as this would have least impact on the countryside.

It was suggested that councils should be looking at ways to reduce their carbon emissions. Building the bypass was considered to contradict this aim, increase traffic and air pollution, destroy vast swathes of countryside and increase the carbon emissions that the Council is claiming it wants to reduce. Wiltshire Council should step up and take the lead by saying no to any further major bypass construction of any of the routes as by doing this, Wiltshire Council will really be future proofing our county for following generations.

That said, and to acknowledge that the consultation wants feedback on the recommendations being made, Seend Parish Council would like to make the following comments which are summarised below and included in Appendix 1:

- Seend Parish Council is pleased that the Route Option 10d has been dropped from the shortlist because of the likely environmental impact and high costs were glad that those concerns have been listened to.
- They were saddened that all route options on the western side have been dropped as we did believe that Route 8b had a lot of merit and advantages.
- The building of the bypass along route 10c will have an adverse impact on the residents of Bowerhill, restricting their access routes to the Kennet and Avon Canal and the countryside beyond.
- The area that includes Giles Wood and Brag picnic area represents the heart and lungs for the Bowerhill and Melksham people. The loss of tranquillity at the picnic area at Giles Wood was a concern as even if traffic is not seen it would be heard and smelt.

- A major road close to the picnic area and Giles Wood may jeopardise the sense of safety and well-being.
- Concerns were raised about bridleway crossings of the proposed bypass in the area of Giles Wood, and about the shared use of bridges by pedestrians, cyclists and horse riders, especially at weekends.
- It was considered that the route would be highly visible from Seend Cleeve and there would be heightened noise and air pollution that would need to be mitigated by screening and raised banks.
- There were concerns about fly tipping if the bypass makes access to farm gateways easier.
- The council were pleased to note the proposals include a planned bridge over the yet to be restored Wilts & Berks canal near Lacock.
- Concern that the required number of houses in the Local Plan would result in a large infill of housing development on the eastern side of Melksham close to the route.

In the event of the bypass proceeding the council wanted priority to be given to natural screening, tree planting and bunding over any potential infill of housing. The land south of the road and between the canal and road should not be built on but re-wilded in some way to fit in with the surrounding countryside, Giles Wood and canal side. North of the road in the Bowerhill area, there are likely to be small tracts of land that should be returned to nature and not used for housing infill.

It was suggested that a programme of tree planting must be implemented on all appropriate land combined with other environmental measures. This will help to screen the bypass, reduce noise and to offset the carbon footprint, possibly making use of a woodland charity.

Screening by building up earth banks or rows of tree planting should be provided to screen the road from Seend and Seend Cleeve and nearby properties. Attention was drawn to the Neighbourhood Plan and its reference to the mitigation measures in connection with the potential bypass.

Response from other organisations

There were responses to the consultation from other organisations including the National Trust, Wiltshire Air Ambulance, Bowerhill Residents Association (BRAG) and the Bowerhill Scout Group. The responses are included in **Appendix 1** and summarised below:

National Trust

The National Trust owns land at the northern end of the scheme which would be affected by Option A and is the custodian of large parts of Lacock. This includes over 100 individual buildings, many of which are listed, including Lacock Abbey. The village, the Abbey and the Fox Talbot Museum normally receive over 175,000 visitors per year. The summary of the National Trust's comments are

- The National Trust recognises the challenges associated with the A350 at Melksham, which can contribute to 'rat running' traffic in Lacock. We note that Wiltshire Council is preparing plans for a long Eastern bypass.
- Having reviewed the proposals, we understand that an Eastern bypass of Melksham could reduce traffic levels in Lacock. A well-designed and conceived road scheme could therefore bring benefits to the village.
- In respect of the northern route options, we would need more details on their relative merits to comment further. This includes further details on scheme design, potential impacts, mitigation, benefits and enhancements.
- Some of the northern route options would require compulsory purchase of the Trust's inalienable land, and we take seriously any proposals to acquire our land; we will provide further information on inalienable land and infrastructure projects.
- We would appreciate further engagement with Wiltshire Council and other stakeholders such as Lacock Parish Council to fully understand the proposed road scheme and its implications for Lacock and the National Trust.

Wiltshire Air Ambulance

Wiltshire Air Ambulance were grateful for being kept informed. They thought that the new road should not affect them, but asked for the following if possible:

1. Advanced warning signs of helicopter use along both stretches of the A350 around the Wiltshire Air Ambulance base.
2. Consideration to street lighting brightness and height around an airfield.
3. If street lights are being used near the section to the airbase, can they be covered around the top part of the light? This will prevent glare to the crew whilst taking off and landing at night. The glare could shut down our night vision goggles we wear during flight, so will cause a significant safety issue for us.

Bowerhill Residents Association Group (BRAG)

Bowerhill Residents Action Group feels that the proposed Melksham Bypass will be detrimental to Bowerhill residents and its surrounding environment for the following reasons:

- Pollution from exhaust gasses and particulates from engines, wheels and brakes impacting the health and wellbeing of residents, canal users and walkers in the area,
- Noise and light pollution from vehicles using the road impacting residents, wildlife and canal dwellers,
- Environmental impact on the flora and fauna along the entire stretch and wider area of the new bypass. The area has an abundance of wildlife that would certainly be scared off such as otter, bats, deer, fox, ducks and swans. Proper in-depth surveys should be carried out under the scrutiny of an appropriate body such as Wiltshire Wildlife,
- Environmental impact from the road on the already flood prone areas of land surrounding Melksham must be carried out,
- Mental and social impact from the restriction of access to the canal, Giles Wood and the Picnic Area,
- The massive carbon footprint that will be created from the creation of the bypass for very little tangible gain,
- The proposed 60 mph speed limit is excessive and not in line with other routes within close proximity to residential areas such as the A365 and existing A350,
- The traffic data used to provide the traffic modelling was taken pre-Covid and before the enhancements to the Farmers Roundabout and are now no longer likely to be realistic. This data needs to be recalculated and we should be allowed access to that data and calculations to verify it independently. We should also be given the opportunity to carry out our own surveys.

To this end BRAG as an organisation are against the proposed bypass and if forced upon them will lobby for the maximum mitigation to all the above impacts.

Bowerhill Scout Group

The Executive Committee of the Bowerhill Scout Troop objected to the proposed route 10c option for the bypass.

They commented that Bowerhill Scouts have a long tradition of encouraging external activities, with 60% of activity time spent outdoors appreciating the local environment, promoting personal growth, whether physically, mentally, spiritually or within the community and environment. They have over young people from Bowerhill, Semington, Seend, Beanacre, Shaw & Whitley and Melksham of ages 6 to 18 years.

More information on the activities is included in the full submission included in **Appendix 1**, which includes maps showing the locations where the activities take place.

The proposed A350 project will detrimentally affect our ability to provide outdoor scouting and remove areas of open space and deny access to those built up through many years of relationships, removing our ability to provide life skills outdoor experiences and access to activities for the Young People of Melksham and the surrounding areas.

Outdoor activities have and continue to start at Brabazon Way. This location is ideal as it has plenty of parking for parents, creating a safe drop off and pick up zone. Activities then take place in the fields and woods between Bowerhill and the canal, with areas of open space used for outdoor activities, wide games and camping. The rights of way, paths, bridleways and access points to the canal currently in use will be reduced from 4 to 2, with the Semington crossing being diverted to the A350 roundabout.

Areas used for outdoor activities will be removed and replaced by the bypass. The only access to the canal, woods and fields will be a single crossing removing any variety and creating a single point of risk for the safety of the young people we represent.

Whilst there are many reasons why the bypass should not go ahead due to flawed data, destruction of the local economy, financial risk and environmental impact, we would draw your attention to the impact the bypass will have on community, youth services and skills for life.

The access to green space between Bowerhill and the Canal is a unique environment that cannot be replaced. With limited or no access to this space, we would source alternate facilities which will require additional transport (20 parents, 20 cars) there and back. This additional traffic would seem to go against key objectives of the plan through volume of traffic, environmental impact and community need.

In mitigation, should the bypass proceed, we would seek the following in order to continue providing safe scouting for our group:

- All paths and rights of way to remain and not combined. This will require 3 crossings of the proposed route,
- A permanent all-weather surface for the whole length of the three routes,
- All three crossings to be green overpasses and not diverted on to roads,
- All bridges need to be easily accessible, with shallow ramps either side,
- All crossings to be lit and covered by monitored CCTV,
- Where crossings are diverted to roads, the roads should have no HGV presence and the speed limit is to be reduced to 20 miles per hour with physical measures in place to enforce this (traffic calming devices) and should be traffic-light controlled,
- To reduce the noise and light pollution for camping, the proposed route should be lowered, edges raised with banks and trees planted.

Community Action Shaw & Whitley Group (CAWS)

Community Action Shaw and Whitley (CAWS) Group responded to the first consultation when they concluded that routes 10c and 10d were preferred. They were

delighted that Route 10c has emerged as the preferred route and they support it. This route is also consistent with their commentary on the draft Neighbourhood Plan and particularly their recommendation that eastern routes should be preferred.

For completeness they have reviewed the results of their previous analysis to see if there have been any other emerging factors or material changes since the last submission. Having completed this exercise they are satisfied that their original reasoning is extant and provided some comments to highlight the key points.

Response to the questionnaire

Response to the consultation questionnaire

There were 760 responses to the online questionnaire and a summary is included in **Appendix 2**.

The questionnaire responses indicated that younger age groups were generally under-represented in the responses compared to the county and national demographics. However, the ethnic origin and gender of those responding broadly reflected the national and local averages.

More of the replies were from households who had access to two or more vehicles than is usually the case nationally and locally, with a much smaller proportion than the national or local averages having no access to a car or van.

There were fewer questionnaire responses to the second consultation, with 760 questionnaires completed compared to 1,018 previously. The number of responses that did not support the need for improvements to the A350 at Beanacre and Melksham was virtually unchanged at 396 compared to 406 previously, but the number of responses supporting an improvement had reduced from 594 to 331.

In the second consultation questionnaire response there were 396 (52%) responses that did not support the need for an improvement to the A350 at Melksham and Beanacre, and 331 (43%) that did support the need for an improvement.

Overall, there were 486 (67%) responses that considered that the emerging route being consulted on would not be suitable for the scheme, and 235 (33%) responses that considered that the route would be suitable.

At the northern end of the scheme Option A, connecting to the southern roundabout at Lacock, had more support than Options B or C, but a majority did not prefer any of them.

From the questionnaire responses there was a clear divergence of opinion between those who supported the need for an improvement to the A350 and those who did not.

Most of those who supported the need for an improvement (331 responses) considered the emerging route to be suitable for the scheme - 228 responses (69%), preferred Option A at the northern end - 209 responses (63%), thought that the scheme would reduce journey times on the A350 - 208 responses (63%), considered the proposed rights of way alterations to be suitable - 188 responses (57%), and had no concerns about the route - 181 responses (55%).

Most of those who did not support the need for a bypass (396 responses) did not consider the emerging route to be suitable - 377 responses (95%), had concerns about the route - 360 responses (90%), and did not prefer any of the options at the northern end - 349 responses (88%).

Very few of those not supporting a bypass thought that the scheme would reduce journey times on the A350 - 17 responses (4%), thought it would reduce journey times on other routes - 3 responses (1%), or make it easier to move around Melksham - 1 response (0.2%).

Comments provided on the questionnaire responses

The questionnaire provided the opportunity to provide additional comments on aspects of the scheme. The most frequent comments regarding the need for the scheme included concerns about the impact on the countryside and the environment (88 responses), the need to reduce or remove traffic, especially hgv's (75 responses), and that the scheme was not needed (69 responses).

The comments about the emerging route were mainly concerns about the effect on the environment, green spaces, or habitats (146 replies), the impact on the countryside (88 responses), and impacts on wildlife (67 responses). Other comments were about noise (59 responses) and concerns about the route creating opportunities for more development or house building (49 responses).

The most frequent comment on the rights of way proposals was that it would be better not to build the scheme (100 responses).

It was suggested that walking and cycling could be improved in the town by providing more segregated cyclepaths and walkways (49 responses), and that walking and cycling facilities should be improved without a bypass (34 responses).

The greatest concerns about the scheme were in connection with the effect on countryside, habitat and the environment (242 responses), increased noise pollution (99 responses) and increased air pollution (83 responses). There was a concern that the scheme would facilitate house building (67 responses) and concerns about the impacts on wildlife (52 responses).

The general comments included suggestions that the scheme was not wanted (68 responses), loss of countryside and environmental concerns (68 responses), and support for the scheme (58 responses)

A summary of the main comments in response the questions is included below, and further detail is in **Appendix 3**.

Do you have any comments about the need for an improvement?

Do you have any comments about the need for an improvement?	Number
General loss of local natural resource, scenic areas, habitat, countryside, woodland, and general concerns regarding environmental impacts	88
Need to reduce / remove traffic (especially HGVs) from Melksham and wider route / improve flow	75
Scheme not required / Bypass not needed	69
Traffic patterns have, and may continue to, change as a result of the COVID pandemic with increased flexible / home working.	36
Journey time savings are not sufficient to justify the scheme.	29

Do you have any comments about the Emerging Route?

Do you have any comments about the Emerging Route?	Number
General concerns about impact on / loss of environment, green space, countryside, canal, habitats, green belt, nature, landscape, Giles Wood, protected areas	146
Impact on / loss of countryside	88
Impact on wildlife / threatened species	67
Noise impacts resulting from scheme	59
Route creates the opportunity for more development / house building	49

How could the Rights of Way proposals be improved?

How could the Rights of Way proposals be improved?	Number
Best way to improve Rights of way would be to leave them alone and not build the bypass	100
Concerns regarding the severance of public footpaths / bridleways	21
Every PROW should be retained	14
Use the scheme to provide new/improved ROW	13
Unable to understand the proposals for the ROW network	10

How could walking & cycling proposals for the Town be improved?

How could Walking and Cycling Proposals for the Town be improved?	Number
Provide more Segregated / safe use cycle paths & walkways	49
Improve walking and cycling without the need for a bypass	34
Delivery of a new bypass will remove current walking/cycling opportunities	29
Improve cycle links from Melksham into other towns (Lacock, Chippenham, Trowbridge)	26
Scheme not wanted	26

What concerns do you have about the scheme?

What concerns do you have about the scheme?	Number
General loss of local natural resource, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	242
Increased noise pollution associated with traffic	99
Increased air pollution associated with traffic	83
Scheme facilitates house building and would potentially bring forward increased development	67
Concerns regarding impacts on wildlife (protected / endangered)	52

Do you have any other comments about the scheme?

Do you have any other comments about the scheme?	Count
Scheme not wanted	68
General loss of local natural resource, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	68
Support for the scheme	58
Bad use of public money - Scheme unaffordable	38
Scheme facilitates house building and would potentially bring forward increased development	32

Written comments from the public

Written comments from the public

There were 480 emails and letters received in response to the consultation, with a total of 5,970 comments noted through the responses. It should be noted that in some cases the written submissions may duplicate questionnaire responses.

There were several themes identified in the written responses received in response to the consultation, which in many cases were similar to those in the questionnaire responses.

A major concern was the potential impact on the countryside, loss of local natural amenity, scenic areas, habitat, countryside, and general concerns regarding environmental impacts (296 responses).

Noise (263 responses) and air pollution concerns (256 responses) were also serious concerns, which appeared to reflect the higher number of written responses from people living in communities closer to the route or using the countryside for recreation.

There were concerns regarding impacts on wildlife, including protected or endangered species (217 responses) and about the effect on access from Melksham and Bowerhill to the canal, countryside and Giles Wood (196 responses), particularly with regard to physical and mental well-being (136 responses).

There were comments that the scheme was not compatible with developing policy on net zero carbon approach, regarding the scheme's carbon footprint, climate change concerns, and not being aligned with local or national climate change commitments (157 responses).

It was suggested that changing traffic patterns as a result of the COVID pandemic with increased flexible or home working and increased online shopping would reduce the need for the scheme (122 responses), and that the scheme would create potential for infill house building (120 responses) and would be a bad use of public money and the scheme is unaffordable or the benefits do not outweigh costs (113 responses).

There were specific comments about particular sections of the route. At the southern end, the key messages related to the section between Bowerhill and the Kennet & Avon canal, the proximity and impact on the residential area of Bowerhill and the valued amenities at Giles Wood, the BRAG picnic area and the canal, especially the potential severance introduced by this section of the route, and the loss of public rights of way and permeability through the rural area south of Bowerhill.

In the central section of the route, the community at Redstocks expressed a clear desire for the route to be moved closer to Melksham to reduce the impacts at Redstocks.

At the northern end of the scheme there were suggestions that an alternative "pylon" route connecting to the A350 near Halfway Farm would have less impact and would

deliver a better scheme. This view was expressed by residents of both the Lacock and Lower Woodrow community areas.

There were general concerns relating to potential changes to the Public Rights of Way in the area because of the scheme, and views that Public Rights of Way should be retained with fully accessible and safe crossing facilities and infrastructure provided.

There was a clear view expressed that should the scheme proceed the design of the scheme should include for such measures as cuttings with earth embankments, and extensive planting and screening, to provide mitigation against noise, air, and visual impacts.

Views were expressed that traffic flows would reduce as a result of the changes following the pandemic, and that the data collected to inform the scheme development was from the pre-pandemic period and was no longer relevant. Concerns were also expressed regarding the timing of pedestrian surveys, and the validity of those results.

The view was also expressed that the existing A350 route currently works well and that following the Farmers Roundabout improvements traffic congestion is less of an issue. It was suggested that if improvements do need to come forward then they should focus on improvements to the existing route and enhancements to the existing infrastructure.

It was suggested that the scheme is being promoted and brought forward as an enabler for large scale housing development, and that the route has been chosen to provide the maximum potential for infill housing. This was a concern because of the view that Melksham currently suffers from an under provision of local services and facilities (e.g., doctors, schools, shops, leisure facilities), that further housebuilding is unsustainable, and that funds would be better spend in addressing the provision of local services or community infrastructure.

The most frequent comments and themes have been grouped together and are described below with the number of responses indicated. A more detailed summary is included in **Appendix 4**.

Written and email responses to the consultation	Number
Loss of local natural amenity, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	296
Concern regarding increased noise pollution associated with traffic	263
Concern regarding increased air pollution associated with traffic	256
Concerns regarding impacts on wildlife (including protected / endangered)	217
Scheme reduces the connectivity of Melksham / Bowerhill to the canal / green space / Giles Wood - has impacts for walkers, runners, dog walkers, cyclists, canal dwellers and users, equestrians, and general leisure use	196
Scheme not compatible with developing policy ref net zero carbon approach / concerns regarding scheme carbon footprint / not aligned with climate change concerns / not aligned with local/national climate change related commitments	157

Written and email responses to the consultation	Number
Access to countryside provides physical and mental wellbeing for many which would be lost or affected and/or Scheme has impacts with regards to physical and/or mental health and wellbeing and/or scheme has impacts with regards to quality of life.	136
Traffic patterns have, and may continue to, change as a result of the COVID pandemic with increased flexible / home working and/or increased online shopping.	122
Scheme creates potential for infill house building / would potentially bring forward increased development	120
Bad use of public money / Scheme unaffordable / Benefits do not outweigh costs.	113

Key issues identified

The consultation provided the opportunity for the public and interested organisations to comment on the scheme, the emerging route and details of the proposals, and has helped to identify the key issues that need to be considered should the scheme proceed.

The list below is intended to identify the key issues, but in view of the number of comments received in response to the consultation it is not exhaustive. Reference should be made to the comments in the appendices for a complete list.

Some of the issues raised will be addressed in the Outline Business Case, but many will require the design to be developed in greater detail and would be considered at the next stage of the scheme development. The issues are grouped together but are not in any particular order.

Scheme in general

- The strategic case and justification for improving the A350 route corridor.
- Traffic and pedestrian survey information and the future predictions.
- Journey time savings and their relevance.
- Carbon footprint and climate change.
- Concerns about noise, air, and light pollution.
- Concerns about effects on countryside, wildlife, and the environment.
- Concerns about infill development.
- The need for ongoing liaison and engagement with landowners.

Route sections (south to north)

A350 to A365

- Possibility of locating route further to the south to increase the distance from residential properties in Bowerhill.
- Pedestrian crossing facilities for footpath MELW42 and potential provision of signal-controlled crossing.
- Pedestrian crossing of route for Bridleways SSEN17 and SEEN13, particularly in connection with recreational routes from Bowerhill to canal and Giles Wood.
- Consideration of 'green bridge' between Bowerhill and canal area.
- Consideration of route in cutting to reduce impact on residential and amenity areas.
- Acoustic barriers need to be 'green barriers' to blend with countryside.
- Impacts on the amenity value of the area, including Giles Wood, the picnic area and locations used by Scout Groups.
- Impacts on the amenity value of Kennet and Avon canal and towpath.
- Suggestions for planting between bypass route and canal.
- Suggestions for planting between bypass route and Bowerhill.
- Consideration of bypass route crossing on the line of disused railway and links to Bridleway SEEN18.

- Shallow approach ramps requested on rights of way crossing bridges.
- Concerns about joint use of bridges or routes by pedestrians, cyclists, riders and local vehicles.
- Suggested earth mounds and planting to screen bypass from longer views from Seend Cleeve.
- Consideration of footpath diversions for MELW35.
- Screening for properties in Vernon Farm area.
- Consideration of agricultural operations.

A365 to A3102

- Consider realignment of route to be straighter and further from Redstocks.
- Crossing arrangements for footpaths MELW24 and MELW 23, possibly in conjunction with Clackers Brook route crossing.
- Route crossing of Clackers Brook and flooding risks.
- Landscaping and screening of route from properties, including from Redstocks.
- Crossing arrangements or diversions of bridleway MELW41 and footpath MELW26.
- Arrangements for bridleway MELW40 at junction with A3102, including access from Melksham and parking considerations.
- Provision for agricultural movements.

A3102 to A350 (north)

- Consideration of alternative via Woodrow Road/New Road Junction and following 'pylon' route to A350 near Halfway Farm.
- Consideration of route alignments connecting to the A350 south of Lacock southern junction and not at the existing junction.
- Consider providing a junction between bypass and Woodrow Road.
- Consider closing Forest Road to through traffic.
- Screening and landscaping proposals for properties on Woodrow Road, Lower Woodrow Road and various farms.
- Arrangements for footpath crossings MELW 47 and MELW49.
- Screening of route from views from properties on higher ground at Sandridge.
- Footpath crossings in River Avon valley including MELW63.
- Arrangements for accommodating Wilts & Berks canal restoration route.
- Route crossing of River Avon floodplain with regard to flooding.
- Visual impact of bridge across River Avon and floodplain.
- Impact of scheme on National Trust land and village of Lacock.
- Provision for agricultural movements.

General comments on emerging route

- Requests for earth mounds and screening of bypass.
- Use of native species in hedgerows and planting.
- Effect on wildlife such as otter, bats, deer, fox, ducks and swans.
- Incorporate tree planting to help off-set carbon footprint.
- Request to provide rights of way links along whole of route.

- Pedestrian crossings should only be near roundabouts where traffic speeds are lower.
- Suggestion that tunnels and underpasses should blend in with the countryside with adequate lighting and CCTV.
- Pedestrians should be discouraged from crossing the road at unsuitable locations by barriers.
- Streetlighting and signing provision in proximity to Wiltshire Air Ambulance base.
- Reduced speed limits on diverted roads with traffic calming.

Complementary walking and cycling proposals

- Improved connections to railway station.
- Improved connections Melksham Cemetery.
- Improved links to outskirts of town and countryside.
- Consideration could be given to the High Street being pedestrianised with bus access only.
- Improvements to safety for those using right of way through Turnpike Garage to access MELW20.
- Improved links to other towns such as Lacock, Chippenham and Trowbridge.
- Use of all weather surfaces particularly for SEEN13 from the parking to picnic areas.
- Improved walking and cycling on existing highway network.
- Concern about shared use of routes by pedestrians and cyclists.
- Consideration of lighting on walking and cycling routes.
- Provision of signing, seating and litter bins.

How the consultation will be used

The information collected through the consultation process will be used to develop and inform the assessment of the scheme in more detail. The views of organisations with specialist knowledge of the area are particularly important in helping to refine and assess the proposals.

It should be noted that the consultation is not a public 'vote' for the most popular option. There are many factors to be taken into account in determining the final scheme, including emerging guidance on carbon impacts, ecology, public health and road safety, landscape, heritage, employment and the economy, flood risk and drainage, cost and economic benefit.

The Outline Business Case (OBC) for the scheme will have to make the case for obtaining Department for Transport funding as the Council would not be able to fund a major scheme of this type from its own resources. The preparation of the OBC will require the consideration of the strategic, economic, financial, management and commercial cases.

Should the scheme proceed there would be further consultation on the proposals, including statutory consultations in connection with the planning application and the statutory orders. In due course there could be a public inquiry when an independent inspector would make a recommendation to the Secretary of State regarding the scheme.

Appendix 1 - Responses from Organisations

Response from local councils

The town and parish councils, and other organisations were consulted on the proposals and a summary of their comments is included below.

Melksham Town Council

Melksham Town Council has considered its response to the second non-statutory consultation by Wiltshire Council on the A350 Melksham Bypass proposal at two meetings of the Town Council: firstly, at a meeting of the Economic Development and Planning Committee on 26 July and secondly at a meeting of Full Council on 9 August.

Consideration has also been given to correspondence received from members of the public via email since the agenda for the most recent meeting was published on 3 August. However, of the correspondence received, only one piece relates to a Melksham Town resident, the remainder has come from residents of Melksham Without Parish Council. Correspondence from residents is included in Appendix 1.

The proposed bypass route "10c" does not pass through the Melksham Town parish, but is mostly in Melksham Without, and we commend that parish on their hard work and thorough consultation and input. The proposed bypass route - or any changes to road structure or designation along the North-South corridor WILL have a major impact on Melksham Town, as would going further without changing the current setup.

As part of its response to the consultation, Melksham Town Council wishes to address the pros and cons of the proposed route, 10c, as it sees them. The response will then address ideas for mitigation to alleviate perceived local issues and suggest ideas for additional community benefits that could be achieved as part of the works.

Pros of a bypass for Melksham:

Traffic

1. Traffic congestion to the north of the town by McDonalds will be reduced.
2. HGV traffic to the north and south of Melksham will be diverted to the bypass.
3. A reduction in traffic and noise along the current route of the A350 through north Melksham and past housing in the closes off Hazelwood Road and Longford Road.
4. There will be a reduction in the volume and type of traffic through the town centre.
5. The speed and efficiency of traffic flow through the town for local transport will be improved.
6. Shorter journeys from the A350 north of Melksham to and from the east of Melksham, moving traffic away from both the A3102 traffic centre and Woodrow Road (to Lacock) onto new routes.
7. Eastern Way will be truly bypassed.

8. The use of Woodrow Road and the Lacock Road as 'shortcuts' to Lacock will be reduced.
9. The bypass will provide an additional crossing over the River Avon.
10. The proposed roundabout at the Lacock junction of the bypass will remove what is currently a dangerous junction with the A350.
11. The increased HGV traffic along the A350 as a result of the possibly permanent closure of Cleveland Bridge in Bath will be mitigated by the bypass.
12. Route 10c can be made future-proof. It is already a full bypass and is a high quality road.

Businesses

13. Once Bank Street and Lowbourne are no longer main transit routes through Melksham, town centre improvements for both business and leisure purposes can be considered.
14. New opportunities are bound to be presented as a result of the bypass, although these are unknown at present.

Environmental

15. The diversion of traffic away from the town will reduce air pollution in the town centre, improving air quality.
16. The proposed bridge at Lower Woodrow will support the National Cycle Network Route and aid access to existing bridleways and footpaths.

Residents

17. The proposed bypass is some distance from a lot of existing housing development improving air quality and reducing noise pollution.
18. The proposed route will enable safer access to Melksham Oak School.

General

19. Route 10c is the least worst route!

Cons of a bypass for Melksham:

Traffic

20. The route needs to be sustainable in the longterm.
21. Will the bypass still be needed in 20/30 years' time?
22. As approximately 50% of journeys are less than five miles in distance, will people use the bypass?
23. Traffic may just be split between two A roads – HGVs on the bypass and more local traffic on the 'old' A road.
24. Further investigation is needed regarding the 'right' route.
25. Traffic may continue to use other routes to cross the town to access the bypass e.g. Sandridge Road, meaning that traffic flow on these roads may not decrease.
26. Further analysis of traffic flows is needed.

27. There seems to have been a lack of consideration of public transport routes, including walking and cycling routes and the integration of these into the proposed bypass route.

Businesses

28. People may be deterred from coming to Melksham – they may simply use the bypass.
29. Certain businesses which may rely on passing traffic to some degree may be adversely affected in terms of trade e.g. Subway, Leekes, McDonalds.
30. The proposed route will result in the compulsory purchase of land or the severing of existing farms.
31. An Agricultural Impact Assessment hasn't yet been carried out.

Environmental

32. Melksham Town Council cannot emphasise strongly enough its responsibility to the environment and wildlife habitats which will be impacted by the construction of the bypass.
33. The destruction of green fields, grassland, trees, hedgerows cannot be overlooked.
34. Access to the Kennet and Avon Canal will be bisected by the bypass.
35. Byways, bridleways and cycleways will have to be rerouted. It has even been proposed that some are closed. The following have also been brought to your attention by Melksham Without Parish Council:
 - The disconnect (circuitous diversion) between MELW66 and LACO36
 - Severance of MELW48 which is the access to Hack Farm, Lower Woodrow.
 - The treatment of Prater's Lane Bridleway 40.
 - The total closure of MELW24.
 - The total closure of MELW35 between Bowerhill Lane and Carnation Lane cutting off residents of Carnation Lane from Bowerhill. Consideration needs to be given to how these residents will access Bowerhill, such as the provision of a footpath. New kissing gates have been installed with Area Board & Parish Council (Melksham Without & Seend) funding in recent years on this section, working with the West Wiltshire Ramblers Association
 - The closure and diversion of MELW45/SEEN17 preventing direct access to Giles Wood except via a dog-leg half way to the picnic area using SEEN13.
 - Diversion of MELW42 to use a pedestrian crossing at the roundabout junction. There is a concern this will be dangerous, reminiscent of the highly dangerous Western Way crossing at Townsend Farm over the A350 which the Parish Council have sought enhancements to in order to improve pedestrian safety; and is now subject to further safety improvements by Wiltshire Council with "Re allocation of Road space" funding.
36. Has the carbon footprint of the proposed route been investigated?
37. Environmental Impact Assessments haven't yet been carried out.

Residents

38. More communication and consultation with residents should have been undertaken.
39. There is a lack of clarity about how the decision was made to put forward just one option for the bypass.
40. One option is not a 'shortlist'.
41. Residents need easy access to all the information required to enable them to make an informed decision.
42. Concern has been expressed that bypass route 10c provides a balloon of land that would be a natural building area. Although reassurance has been provided that housing is outside the scope of this consultation, Wiltshire Council graphics show projected housing growth in Trowbridge, Westbury and Warminster as part of their justification for the bypass.

General

43. Grant Shapps' statement on the Transport Decarbonisation Plan published on 14 July 2021 should be taken into account. Its opening paragraph states 'Transport decarbonisation is a dull way of describing something much more exciting and far-reaching. Because transport is not just how you get around. It is something that fundamentally shapes our towns, our cities, our countryside, our living standards, our health, and our whole quality of life.'

It must be noted that some of the pros may result from a bypass in general and not necessarily just from route 10c.

Ideas for mitigation and community benefits:

If the scheme for the A350 Melksham Bypass goes ahead, Melksham Town Council would like to see the following mitigation and community benefits:

- Appropriate land banking/ 'bunds' are created along the entire length of the proposed route to screen the bypass from adjacent land and reduce noise pollution.
- A 'cutting' is used for the section of bypass between Bowerhill and the canal in order to improve the visual impact of the bypass.
- The creation of 'bunds' adjacent to 'settlements' to mitigate against any noise and light pollution.
- All bridges proposed are 'green bridges' particularly the one from Bowerhill to the canal/picnic area and Giles Wood, in order to provide the feel of the continuation of the open countryside.
- All bridges need to be easily accessible, with shallow ramps either side.
- The creation of wildlife crossings/ underpasses/ bridges to retain the connection between fields.
- Can the bridge over Clackers Brook be built wide-enough to accommodate the likelihood of flooding?
- Can the bridge over Clackers Brook be built with public access?

- The installation of deer fencing to reduce the potential for road traffic accidents involving deer.
- Forestation of the whole area bounded by Portal Way, the canal, the bridleway and Brabazon Way.
- The creation of a nature reserve in this area and also in other suitable areas with the creation of dedicated pedestrian and cycleways from the town centre to these.
- The building of an additional bridge over the bypass to the south of Bowerhill to maintain the loop walk between Locking Close, the canal and Brabazon Way.
- Forestation of as much of the area between the bridleway and the A365 as possible.
- Use of local/ native tree species and hedgerows along the entire length of the bypass to improve biodiversity.
- It was noted in the A350 Melksham Bypass Second Consultation document that provision would be made for a potential footway/cycleway adjacent to some sections of the bypass route, where possible. The Town Council believes that this should be ALWAYS, not just where possible, and for the whole length of the by-pass.
- The cycleways/ footways should be segmented from the bypass by a clear barrier.
- All cycleways should be incorporated into the existing cycle network.
- An extension/ improvement to the National Cycle Network from Melksham to Lacock should be created.
- Opportunities for relieving traffic in the town centre are mentioned under Complementary Walking and Cycling Measures in the A350 Melksham Bypass Second Consultation document. The Town Council suggests the following:
 - Pedestrian and cycle provision along the current A350 south from Farmers Roundabout to the entrance to Melksham Cemetery, providing safe a walking route from the Hazelwood Road area, rear of the Campus and potential new canal-side build to the stores and station area.
 - The improvement of connectivity between the north of the town and the town centre through the existing subway.
 - The creation of access from the railway station behind Spencers Social Club to a new pedestrian crossing across the A350 giving access to Scotland Road and the Riverside Drive area.
 - Improvements to pedestrian and cycle access from the outskirts of the town to the town centre and from the town centre to the countryside through the creation of designated cycleways
- The bypass could be used to improve connectivity to the adjacent countryside through the use of laybys with suitable gated access to existing rights of way.
- The maintenance of the existing car park/ layby at the base of Sandridge Hill or the creation of a new car park/ layby to maintain access to popular dog walking routes.
- The smoothing out of the 'bulge' in the bypass adjacent to Redstocks whilst recognising the need to protect the recently discovered archaeological site.

- Tree planting adjacent to Redstocks to mitigate noise pollution.
- Improvement of the proposed bridge at Woodrow.

The Town Council also request discussions take place directly with the Highway Planners on the comments raised by the Town Council in order to achieve as best an outcome as possible for its residents if the bypass were to go ahead.

Finally, the Town Council wishes it to be noted that the results of a straw poll carried out amongst councillors at the meeting of Full Council on 9 August indicated that of 15 councillors, eight are in favour of route 10c being the right route for the bypass at this point in time and seven are against. This suggests that at this early stage in the developmental timescale for the bypass, opinions are still mixed and open to reconsideration.

Melksham Without Parish Council

Melksham Without Parish Council are in a unique position with regard to the proposed A350 Melksham Bypass. The majority of the proposed 10c route is in the parish, and its potential impact will affect the variety of communities that the council represent in differing and varying ways, from the north in Beanacre, the east in Woodrow and Sandridge, and to the south in Bowerhill and Redstocks. It is noted that it will have limited impact on residents in Shaw & Whitley as route 10c is now proposed, as well as those in Berryfield although those at the Semington Road end of the village, close to the existing A350, also have strong views.

The parish council has tried hard to listen to the views of its parishioners, and held two public meetings to do just that, a summary of the views of those meetings are appendices as part of this document, as well as the views of those people that wrote to the parish council rather than attend a public meeting, in the main due to the reluctance to attend in person as the covid restrictions are relaxed.

The general consensus of the public opinion is that they are doubtful of the justification for this scheme, and feel that more up to date evidence is required. This is particularly as some evidence was collated pre-Covid and before improvements to 'Farmers' Roundabout. In the main, the residents feel that the Covid pandemic not only affected the results of surveys undertaken during 2020 and 2021 during the lockdown periods, but more importantly, that post-Covid there will be a widescale change in the way people conduct their daily life. That there has been a sea change and the previous working patterns of so many will change for good, and not return to pre-Covid levels in months and years to come. The shift to "working from home", the use of technology instead of meeting in person, the preference to not commute daily and to have a more flexible working pattern will be here to stay, and therefore there is a general feeling that new evidence needs to be obtained to justify the requirement for the Melksham A350 Bypass in the light of the changing world.

The parish council is aware that this project is not just about a bypass for Beanacre, or even for the wider Melksham area, but as part of the much bigger Western

Gateway Strategic Transport Plan but nevertheless, feels that the justification for the scheme does need to be looked at again in the post Covid climate and against the wider priorities of Wiltshire Council and the Government as they move to zero carbon emission targets over the coming years.

Linked to this is the question of the accuracy of survey data that was undertaken in the height of the Covid lockdown period in January 21, when the “Footfall Survey” was undertaken over two days of inclement Winter weather, which is not felt to be indicative of the more usual levels of pedestrians, cyclists and horse riders throughout the year under normal circumstances and better weather. Therefore, it is felt that the figures are not representative of typical footfall on some of the Public Rights of Way/Bridleways, particularly those from Bowerhill to the Kennet & Avon Canal (Bridleway SEEN13).

Whilst questioning the need for the Bypass proposals in the changing world, the parish council does recognise that the consultation is about the proposed route 10c and therefore this is the right time and opportunity to raise any concerns or comments about the proposed route, any suitable mitigation to alleviate any local issues and raise any additional community benefits that could be achieved as part of the works, as part of the “shaping” of the route and informing the business case that they understand is the intention of this non statutory consultation process.

On that basis, and notwithstanding the request for the project justification to have further examination, Melksham Without Parish Council would like to see the following changes to the proposed alignment:

- The route to alter so that it does not cross Lower Woodrow as proposed, but closer to Melksham. This is to avoid sensitive properties such as a Listed Farmhouse with shallow foundations and a brand-new farm worker’s house, both of which are very close to the proposed route, one will almost be destroyed by the proposed alignment.
- More justification is given for the “eastern bulge” which brings the suggested alignment close to the community of Redstocks.
- The alignment to the East and South of Bowerhill is moved further towards the canal and away from village residents, such that the connection to the existing A350 may need to move further South.

The Parish Council also have concern at the proposed closure/diversion of various Public Rights of Way and Bridleways:

- The disconnect (circuitous diversion) between MELW66 and LACO36
- Severance of MELW48 which is the access to Hack Farm, Lower Woodrow.
- The treatment of Prater's Lane Bridleway 40.
- The total closure of MELW24.

- The total closure of MELW35 between Bowerhill Lane and Carnation Lane cutting off residents of Carnation Lane from Bowerhill. Consideration needs to be given to how these residents will access Bowerhill, such as the provision of a footpath. New kissing gates have been installed with Area Board & Parish Council (Melksham Without & Seend) funding in recent years on this section, working with the West Wiltshire Ramblers Association
- The closure and diversion of MELW45/SEEN17 preventing direct access to Giles Wood except via a dog-leg half way to the picnic area using SEEN13.
- Diversion of MELW42 to use a pedestrian crossing at the roundabout junction. There is a concern this will be dangerous, reminiscent of the highly dangerous Western Way crossing at Townsend Farm over the A350 which the Parish Council have sought enhancements to in order to improve pedestrian safety; and is now subject to further safety improvements by Wiltshire Council with “Re allocation of Road space” funding.

The Council asked that no Public Rights of Way or Bridleways are closed or diverted. However, if this is not possible, that tunnels or bridges are provided where they cross the proposed by-pass.

If the scheme for the A350 Melksham Bypass goes ahead the Parish Council would like to see the following mitigation and community benefits.

- A ‘cutting’ is used for the section of bypass between Bowerhill and the canal in order to improve the visual impact of the bypass.
- ‘Bunds’ adjacent to ‘settlements’ are created to mitigate against any noise.
- All bridges proposed are ‘green bridges’ particularly the one from Bowerhill to the canal/picnic area and Giles Wood, in order to provide the feel of the continuation of the open countryside.
- All bridges need to be easily accessible, with shallow ramps either side.
- Any acoustic barriers required should be ‘green barriers’ to provide a more ‘natural’ look to blend in with the countryside.
- Any tunnels/underpasses be ‘green’ in design to blend in with the countryside with adequate lighting and CCTV.
- Forestation of the whole area bounded by Portal Way, the canal, the bridleway and Brabazon Way.
- Forestation of as much of the area between the bridleway and the A365 as possible.
- Any pedestrian crossings should only be near roundabouts, where traffic speeds are lower, and should be traffic-light controlled.
- Pedestrians should be discouraged from attempting to cross the road elsewhere by means of barriers, railings, hedges, fences, etc.
- A footpath is provided from Sandridge Common to Prater’s Lane. Currently people wishing to access Prater’s Lane from Sandridge Common cannot access it unless they walk part way along the A3102, which is considered dangerous. There is no access via Lopes Close to Prater’s Lane.
- It is noted the lay-by adjacent to Prater’s Lane on the A3102 will be lost as part of the roundabout proposed at this junction. Prater’s Lane is very popular, with not just local residents, but others further afield and therefore request some form of parking be created to replace that which will be lost.
- Improvements to the access and parking area at the end of Bowerhill Lane.

- A permanent all-weather surface for the whole length of the bridleway SEEN13, from the parking area to the picnic area, but with vehicular access prevented (except by authorized users e.g., farmer/landowner, Bowerhill Residents Action Group in order to maintain the picnic area, Canal & River Trust)
- It was noted in the A350 Melksham Bypass Second Consultation document it states provision would be made for a potential footway/cycleway adjacent to some sections of the bypass route, where possible, this should be **ALWAYS and the whole length of the by-pass.**
- Provision should be made for additional bridleways.
- Regarding relieving the traffic in the town centre as suggested in the A350 Melksham By-pass second consultation document, under Complementary Walking and Cycling Measures, the parish council suggest the area from the Market Place to Sainsburys Supermarket be pedestrianised with bus access only.
- Improvements to safety for those people using Public Rights of Way through the Turnpike garage forecourt crossing the A365 to access MELW20. There have been several near misses here, as vehicles cannot see due to the slight bend in the road at this point.
- A strip of land will be created by the building of the by-pass between the proposed Littleton Roundabout and the small piece of paddock adjacent to Bowerhill Sports field, consideration be given to the Parish Council obtaining this piece of land in order to extend Bowerhill Sports field to create more public open space and football pitch provision.

The Parish Council also request discussions take place directly with the Highway Planners on the comments raised by the Parish Council in order to achieve as best an outcome as possible for its parishioners if the bypass were to go ahead.

Lacock Parish Council

Lacock Parish Council welcomes the opportunity to respond to the latest Melksham A350 Bypass consultation.

Lacock Parish Council convened an extra Parish Council meeting on 2 August 2021 to consider Wiltshire Council's Second Public Consultation on the Melksham bypass. At the meeting the Council resolved to object to the emerging option adversely impacting Lacock which culminates at the northern end in Junction Option A. The reasons for objection included:

- Concern about the levels of noise, air and light pollution which would be caused on the bypass and at the junction
- Encroachment of major infrastructure so close to the Southern boundary of Lacock
- Adverse impact on the heritage and setting of Lacock Abbey and the village
- Visual impact of the bypass and viaduct on Lacock's setting

- Potential for infill of land between the existing A350 and bypass for new housing in the future.

To inform their decision-making process, Lacock Parish Council sent a letter to every household in Lacock parish to ensure residents were made aware of the proposed route for the Melksham bypass and inviting comments either to be sent to the Parish Council or direct to Wiltshire Council.

In the limited time available, as Wiltshire Council declined a request for an extension of the consultation period, the Parish Council received 47 email and 4 written responses, 40 objecting to the proposed route and 11 in support, anonymised copies of the emails and letters received are attached.

A number of specific issues/issues/questions were raised at the meeting which the Parish Council would wish Wiltshire Council to resolve:-

1. The Parish Council recognises there is a safety issue at the southern Lacock exit to A350 for traffic wishing to turn northbound. It would appear that Wiltshire Council have decided to propose the re-joining of the Melksham bypass to the A350 at this junction as a possible solution to a local safety issue which could be solved by a different means. Lacock Parish Council requests that the two traffic issues are considered separately.
2. The objective of the evaluation process was for Wiltshire Council to come forward with a bypass for Melksham so it's unclear why the bypass has now been proposed as the longest route possible, coming so close to Lacock and not rejoining the A350 just north of Beanacre.
3. Why has the junction of the bypass with Woodrow Road been removed and instead a flyover proposed over the bypass making Lower Woodrow Road straighter and more appealing to commuters than currently? How does this discourage commuter rat runners using Forest Lane.
4. Why has the bridge over the flood plain and river been positioned at the widest point making the viaduct so visible and requiring the most expensive solution?
5. What consideration has been given to the environmental and heritage impacts to Lacock Abbey and the village? How does Wiltshire Council propose to obscure this road from view?
6. The Parish Council would welcome learning how Wiltshire Council, in the future, proposes to deal with the section of the A350 between the junction of the bypass with the A350 and the Lackham roundabout.
7. How does this road construction satisfy county and national targets for limiting emissions and meeting binding WHO air quality targets?

Despite lodging an objection, Lacock Parish Council would welcome working with Wiltshire Council and the National Trust to find a mutually acceptable solution to the

route for the Melksham bypass.

Seend Parish Council

Introduction:

As with the first consultation, Seend Parish Council has sought the views of its parishioners about the proposals being recommended in the 2nd consultation. This response includes many of their comments.

Preferred Choice would be No Bypass

Our interpretation of the responses to the first consultation shows that the least favoured options were route 10d and 10c and that the majority of people preferred for the existing road network to be improved upon rather than the creation of a new road. This would have the least impact on the surrounding countryside, and with the changing ways that people are working, with more working from home, the traffic growth predictions may not be realized.

When the government is trying to reduce road usage and pollution, it seems contradictory to be encouraging more road use by building more roads.

With global warming and climate change very much in the news with reports of extreme weather across the world, Councils should be looking at ways to reduce their carbon emissions across the country. The Rt Hon Grant Shapps MP, Secretary of State for Transport, in a recent talk on aviation stated that "A bigger problem was road transport which contributes 90% of transport related carbon emissions in the UK". Greg Archer, of the Green Alliance, Transport and Environment, states "The government must level with the public that to avoid dangerous climate change there will have to be fewer cars, less driving and many fewer flights."

It also contradicts Wiltshire Council's bid to become carbon neutral by 2030. This aim should not just relate to its own property and operations. In its climate strategy, it states "*Wiltshire Council has made a firm commitment to becoming a carbon neutral council by 2030, there is a focus on reducing carbon emissions from its operations and property. However, the council also has an ambition for the county of Wiltshire to become carbon neutral. This will require coordinated action by the public sector, businesses and residents working together towards a shared goal.*"

Building the bypass will surely contradict this aim, increase traffic and air pollution, destroy vast swathes of countryside and increase the carbon emissions that the Council is claiming it wants to reduce. If climate change is to be stopped, then hard choices are going to have to be made. Just because money has been made available it should not be used to justify the building of a bypass when this will encourage greater reliance on cars. Wiltshire Council should step up and take the lead by saying no to any further major bypass construction of any of the routes. By doing this, Wiltshire Council will really be future proofing our county for following generations.

That said, and to acknowledge that this consultation wants feedback on the recommendations being made, Seend Parish Council would like to make the following comments.

Seend Parish Council is pleased that the Route Option 10d has been dropped from the shortlist because of the likely environmental impact and high costs associated with having to cross the Kennet & Avon canal and Semington Brook. We note it was the least preferred option during the first consultation and we are glad that those concerns have been listened to.

We are saddened that all route options on the western side have been dropped as we did believe that Route 8b had a lot of merit and advantages.

Reasons against Route 10C

It is noted that Route 10C now seems to be the only route option being recommended. With our first response, we raised concerns about both Route 10d and 10c and would have preferred that neither route option was selected. Therefore, the choice of 10c is still deeply concerning for us for the following reasons. We are concentrating our comments on the southern section of the route that most affects us and our neighbouring parish.

Impact on Residents of Bowerhill

The building of the bypass along route 10c will have an adverse impact on the residents of Bowerhill, restricting their access routes to the Kennet and Avon Canal and the countryside beyond. Currently there are a number of paths that link the housing estate to the canal and woodland. The new road will effectively put a ring around Bowerhill separating it from the countryside.

Whilst the area that includes Giles Wood and Brag picnic area is inside Seend Parish boundary, it also represents the heart and lungs for the Bowerhill and Melksham people whose easy access to fresh air and exercise brings nature closer to their doors. It is a shared enjoyment by both Melksham and Seend residents as well as canal boat users.

As our Neighbourhood Plan cites: Footpaths, bridleways, a national cycle route, the canal, woodlands such as Giles Wood and recreation space such as the Brag Picnic Area are valuable assets, and key elements in our Parish green infrastructure enabling access to the countryside and opportunities to enjoy proximity to nature throughout the seasons, whilst promoting good health and wellbeing. Within the settlements, green infrastructure also plays a particularly important role in the character and distinctive characteristic of place, with green verges a prominent feature especially in Seend Village and Seend Cleeve.(Seend NP. SP5 Green Infrastructure and Biodiversity).

The proposal states that there will be one crossing point along the route of bridleway SEEN13 which will then bridge the new road creating just one access point to the canal, Giles Wood and surrounding countryside. Bridleway SEEN 17 is being re-routed and it is not clear if footpath SEEN18 will be retained or diverted. SEEN17

runs from the canal bridge through Giles Wood to the fields behind and is regarded as a better route for horse riders to use rather than SEEN13.

The proposal states that the bridge will be of a size and width to accommodate pedestrians, cyclists and horse riders. As one horse-riding parishioner has pointed out, for a horse and rider to safely cross this bridge they will have to dismount and lead the horse for fear of it being spooked by the noise and movement of heavy traffic below. Concentrating all three user groups has the potential to create some conflict. SEEN13 is already a busy right of way, particularly at weekends. This will only increase with the reduction to one crossing point.

Loss of Tranquility

Neighbourhood Plan: The BRAG Picnic Area and Giles Wood are places of tranquility alongside the canal, and recreational spaces for those from both Seend Parish and Melksham Without Parish, and for the many visitors to the Kennet & Avon Canal. (Seend NP. SP6 Local Green Space Designations).

This tranquility will be lost with the bypass as its close proximity, even if not seen, will be heard and smelt. Currently, there is virtually no traffic noise and plenty of fresh air.

Visual and noise impact on Seend Cleeve

We acknowledge that, from Seend's perspective, Route 10c is better than 10d, but the raised level of Seend and Seend Cleeve will mean that Route 10c will still be highly visible and there would be heightened noise and air pollution that would need to be mitigated. A great deal of natural screening and raised banks will be needed to reduce the noise level and visual impact of the new road.

As cited in our Neighbourhood Plan Seend Cleeve is an organic settlement form located within a rural setting, which has many fine views looking out over meadows and the Kennet & Avon Canal towards Melksham and Sandridge. The green setting of Seend Cleeve provides extensive views giving visual amenity and a sense of space for residents of both Seend Parish and Melksham Without Parish. (Seend NP: SP4 Landscape and Local Key Views).

Roadside rubbish – Anyone who drives along the Semington bypass and the Western Way can't fail to see the amount of roadside rubbish. Easy access from the proposed bypass to farm gateways, etc is likely to increase the amount of fly tipping. Currently there is no easy access by road users and therefore the majority of visitors to the canal side, woodland and surrounding fields come on foot or bike.

Safety for walkers

At the moment, there is a real community feel about the countryside around Giles Wood, the BRAG picnic area and canal towpath. It is a visitor friendly place at all times of the day whether you are part of a group or a lone visitor. Bringing a major road close to this area may jeopardize this sense of safety and well-being.

Wilts & Berks Canal – we are pleased to note that included in the proposal is a planned bridge to go over the yet to be restored Wilts & Berks canal near Lacock. This important restoration will provide an off-road route between Semington and Chippenham.

Road development link with potential housing development

Our preference remains ‘no bypass’ but we acknowledge that Wiltshire Council is under pressure to provide for the planned increase in housing on Melksham’s east side. Whilst it has been stated that the building of the bypass is to be financed independently and is not reliant on any money from housing development, there is concern that the required number of houses to be built in Melksham as cited in the Wiltshire Local Plan, means that the need for a bypass is inextricably linked. There is likely to be a large infill of housing development on the eastern side of Melksham close to the proposed bypass route, and particularly in the Redstocks to Sandridge area. Wiltshire Council should be protecting these greenfield sites robustly resisting the government’s demand that Wiltshire meets its house building targets.

The expected house building that is likely to occur following the building of the bypass, means that there will be a greater dependence on the car, further reinforcing the need for a bypass. Planning for safe cycling and walking routes into and around Melksham should be a priority to help reduce car dependence.

If Route 10C goes ahead – Mitigation

Seend Parish Council would much prefer it if route 10c was not chosen, but if we cannot fight the planned bypass, then we must insist that its impact is minimised. The people of Bowerhill and other affected residents along the route deserve this at the very least. Priority must be given to natural screening, tree planting and bunding over any potential infill of housing.

Land Purchase – when the land purchase is being negotiated with landowners, as well as purchasing land for the road itself, it should be built in the need for land to allow for screening purposes.

We would expect as a condition that the land south of the road and between the canal would not be built on but re-wilded in some way to fit in with the surrounding countryside Giles Wood and canalside. And, north of the road in the Bowerhill area, there are likely to small tracts of land that should be returned to nature and not used for housing infill, it could be that some of this land could be given for community use.

Tree Planting - A programme of tree planting must be implemented on all appropriate land combined with other environmental measures. This will help to screen the bypass, reduce noise and to offset the carbon footprint. There is a woodland charity called Avon Needs Trees which has a good track record for its tree planting projects across Bristol, Bath and Wiltshire and is committed to maintaining public access to these woodlands. They have a lot of local support. Offering land to them would be beneficial. Any tree planting would require a long-term management plan, and this would need to be built into any planned forestry work.

Banking - The stretch of road from Vernon's Farm towards Redstocks and Sandridge will be visible to Seend and Seend Cleeve and should be screened by building up earth banks or rows of tree planting. This would also reduce noise and light pollution from the road.

Conclusion

Seend Parish Council strongly urges the Major Highways Project team to take on board the above concerns that we have with the route option 10C. We think there is some conflict with the criteria set out in our Neighbourhood Plan.

“In the event that a Melksham Bypass is constructed and passes in part through the Parish, the effect of the infrastructure proposal on the following elements of the canal’s setting will be expected to demonstrate how they will be mitigated: tranquillity, light pollution, biodiversity assets in recognition of its status as a County Wildlife Site, heritage assets, including archaeology and access to the Canal”

“The landscape, biodiversity and heritage assets associated with the Kennet & Avon Canal are highly valued in the Parish and are underpinned by four Neighbourhood Plan evidence base reports: Seend Parish Character Statement (2020), the Seend Parish Green Infrastructure Report (2020), Seend Parish Local Key Views Report (2020) and the Locally Valued Heritage Assets Report (2020). Any developments affecting the canal must protect and reinforce its distinct character and enhance its setting and surroundings.”

This green space between Melksham and Seend promotes both physical and mental well-being, crucial in this current climate, and must be protected.

Response from other organisations

National Trust

Response to A350 Melksham Bypass – Second Consultation

Summary

- The National Trust recognises the challenges associated with the A350 at Melksham, which can contribute to ‘rat running’ traffic in Lacock. We note that Wiltshire Council is preparing plans for a long Eastern bypass.
- Having reviewed the proposals, we understand that an Eastern bypass of Melksham could reduce traffic levels in Lacock. A well-designed and conceived road scheme could therefore bring benefits to the village.
- In respect of the northern route options, we would need more details on their relative merits to comment further. This includes further details on scheme design, potential impacts, mitigation, benefits and enhancements.
- Some of the northern route options would require compulsory purchase of the Trust’s inalienable land, and we take seriously any proposals to acquire our land; we will provide further information on inalienable land and infrastructure projects.
- We would appreciate further engagement with Wiltshire Council and other stakeholders such as Lacock Parish Council to fully understand the proposed road scheme and its implications for Lacock and the National Trust.

Background

The National Trust is a conservation charity that looks after nature, beauty and history – for everyone, for ever. Established over 125 years ago, the Trust cares for the miles of coastline and countryside and the hundreds of historic buildings, gardens and precious collections under our protection.

The Trust is the custodian of large parts of the historic village of Lacock. This includes over 100 individual buildings, many of which are listed, including Lacock Abbey (grade I listed) as the centrepiece of the estate. The Abbey lies within a registered historic parkland and most of the village lies within a Conservation Area. The village, the Abbey and the Fox Talbot Museum are popular with visitors, with the Abbey receiving over 175,000 visitors per year (pre-pandemic figure). The village has also provided the setting for a number of well-known TV productions.

In total, the Trust’s Lacock estate involves around 131 hectares of land. This includes the visitor car park south of Hither Way, and the farmland to the south of the village, which is under a long term agricultural tenancy. The Trust also owns land at Bewley Common that lies within the Bowden Hill Conservation Area.

Response to first consultation

The Trust responded to the first A350 consultation in our letter of 30th November 2020. The issues and concerns we raised in that letter continue to remain very relevant and applicable to the emerging road scheme. They included concerns about ‘rat running’ traffic in Lacock and safety issues with the southern Lacock A350 junction. We also

raised other issues including climate commitments, heritage and landscape (including views and settings), biodiversity, active travel, flooding and water quality.

The principle of the proposed bypass

The Trust recognises the traffic issues associated with the A350 at Melksham, and the need to explore solutions. We note that Wiltshire Council is preparing an outline business case for a long Eastern bypass. Based on the consultation, a long Eastern bypass could significantly reduce through-traffic within Lacock, with benefits for residents, visitors and the historic environment. A well designed and conceived road scheme therefore has the potential to benefit the village. We would however expect the Council to clearly set out how a road scheme would align with national decarbonisation plans and biodiversity net gain.

The northern route options

We note the intention to re-join the bypass to the existing A350 between Beanacre and Lacock. Route option A is said to have the strongest business case, and options B and C are identified as alternatives. The Trust – as a custodian of land and historic buildings at Lacock – would expect the proposed road scheme to be well designed and conceived including at its northern end. Whilst we appreciate the scheme is at an early stage, we would need to see more detailed information and assessment in order to gauge the relative merits of the route options. In brief, this includes details in relation to aspects of scheme design, on potential adverse impacts and possible mitigation and enhancement, and on any opportunities to maximise the benefits of the scheme.

National Trust inalienable land

As we previously indicated, the National Trust has the unique ability to declare its land 'inalienable'. The Trust's land at Lacock has all been declared inalienable. This means that the land cannot be compulsorily purchased against the Trust's wishes without a special parliamentary procedure. At least two of the three northern route options would require compulsory purchase of inalienable land, possibly significant in extent. We take seriously any proposals to acquire our land. We will provide further information in relation to inalienable land and infrastructure projects.

Conclusion

The National Trust is a notable landowner and custodian of the historic environment at Lacock (and Bowden Hill). We note Wiltshire Council's proposals for a long Eastern bypass of Melksham – this would have a range of implications for Lacock and the National Trust, including reducing traffic levels within the village. We would appreciate further engagement with Wiltshire Council and other stakeholders such as Lacock Parish Council to fully understand the proposals and their implications.

Wiltshire Air Ambulance

Thank you for keeping us in the loop regarding the A350 bypass. To make you aware we have engaged with the online questionnaire and asked to be part of the next meeting.

Although the new road shouldn't affect us we'd like you to action the following if possible:

4. Advanced warning signs of helicopter use along both stretches of the A350 around the Wiltshire Air Ambulance base.
5. Consideration to street lighting brightness and height around an airfield.
6. If street lights are being used near the section to the airbase, can they be covered around the top part of the light? This will prevent glare to the crew whilst taking off and landing at night. The glare could shut down our night vision goggles we wear during flight, so will cause a significant safety issue for us.

Bowerhill Residents Association Group (BRAG)

Bowerhill Residents Action Group feels that the proposed Melksham Bypass will be detrimental to Bowerhill residents and its surrounding environment for the following reasons:

- Pollution from exhaust gasses and particulates from engines, wheels and brakes impacting the health and wellbeing of residents, canal users and walkers in the area
- Noise and light pollution from vehicles using the road impacting residents, wildlife and canal dwellers
- Environmental impact on the flora and fauna along the entire stretch and wider area of the new bypass. The area has an abundance of wildlife that would certainly be scared off such as otter, bats, deer, fox, ducks and swans. Proper in depth surveys should be carried out under the scrutiny of an appropriate body such as Wiltshire Wildlife
- Environmental impact from the road on the already flood prone areas of land surrounding Melksham must be carried out
- Mental and social impact from the restriction of access to the canal, Giles Wood and the Picnic Area
- The massive carbon footprint that will be created from the creation of the bypass for very little tangible gain
- The proposed 60 mph speed limit is excessive and not in line with other routes within close proximity to residential areas such as the A365 and existing A350
- The traffic data used to provide the traffic modelling was taken pre-Covid and before the enhancements to the Farmers Roundabout and are now no longer likely to be realistic. This data needs to be recalculated and we should be allowed access to that data and calculations to verify it independently. We should also be given the opportunity to carry out our own surveys.

To this end BRAG as an organisation are against the proposed bypass and if forced upon them will lobby for the maximum mitigation to all of the above impacts.

Bowerhill Scout Group

I am emailing on behalf of the Executive Committee of the Bowerhill Scout Troop (Exec. copied in) to object to the proposed route 10c option for the bypass.

At Bowerhill Scouts, we have a long tradition of encouraging external activities, with 60% of activity time spent outdoors appreciating the local environment, promoting personal growth, whether physically, mentally, spiritually or within the community and environment.

We have 70+ young people from Bowerhill, Semington, Seend, Beanacre, Shaw & Whitley and Melksham learning new skills and facing exciting challenges through:

- Informal education
- Youth work/development
- Sport/Leisure
- Young Leadership & Training
- 1:1/group work
- Community Projects
- Community Safety
- Volunteering
- Environment

The young people in our care are split over 4 sections:

1. Beaver Scouts 6-8 years of age.
2. Cubs 8-10½ years of age.
3. Scouts 10½-14 years of age.
4. Explorer Scouts 14-18 years of age

Since 2018 Bowerhill Scout Group has incorporated both the Beaver and Cub sections from Shaw & Whitley.

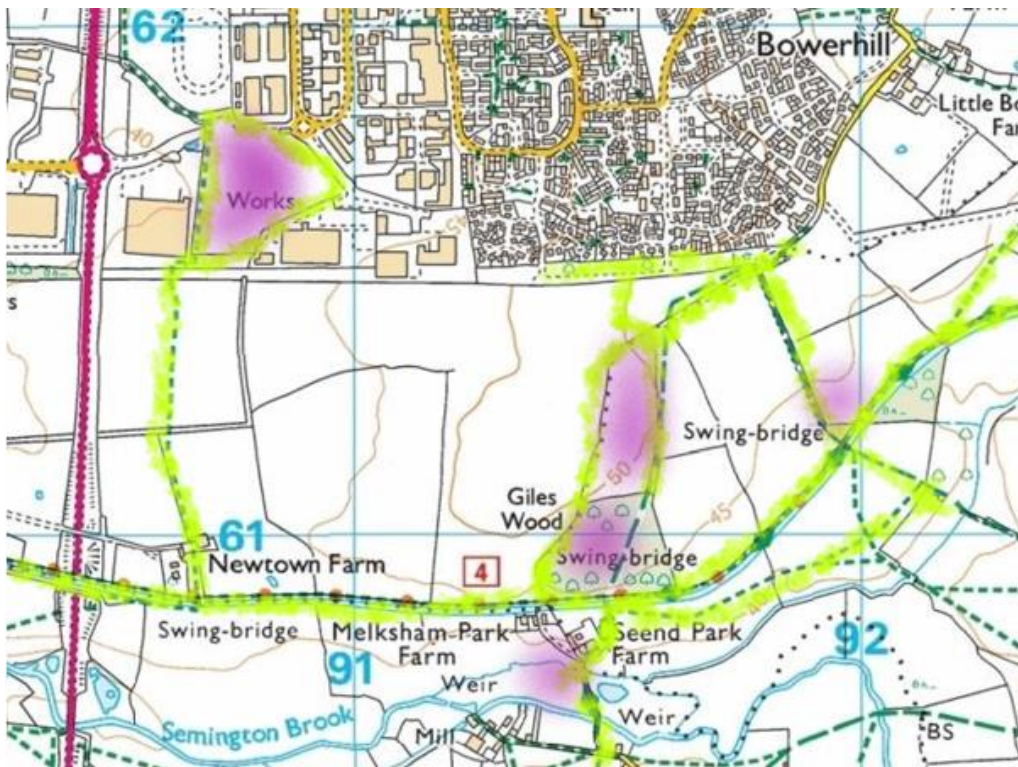
The Scout group helps young people to enjoy new adventures to experience the outdoors interact with others gain confidence and have the opportunity to reach their full potential. We provide activities for every young person whatever their physical and emotional ability.

We support young people by providing a fulfilling programme that develops empathy skills teamwork and a community understanding by activities that breakdown boundaries and treats everyone equally whether able bodied or those with visual impairment, hearing loss, Aspergers, Tourettes, ADHD or autism to name but a few conditions within the group.

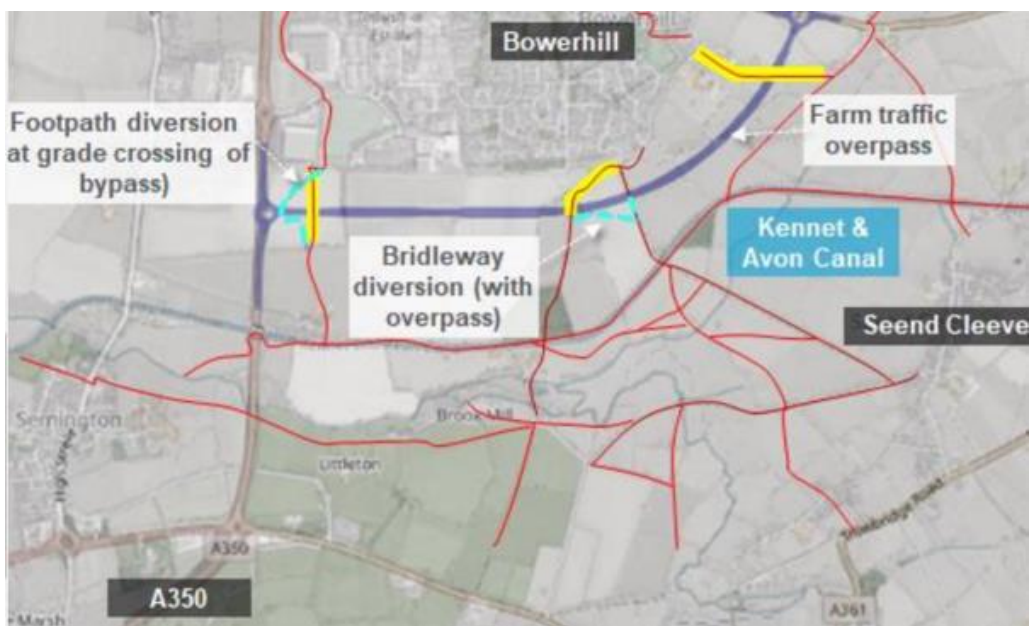
The proposed A350 project will detrimentally affect our ability to provide outdoor scouting and remove areas of open space and deny access to those built up through many years of relationships, removing our ability to provide life skills outdoor experiences and access to activities for the Young People of Melksham and the surrounding areas.

Outdoor activities have and continue to start at Brabazon Way. This location is ideal as it has plenty of parking for parents, creating a safe drop off and pick up zone.

Activities then take place in the fields and woods between Bowerhill and the canal. The routes used are depicted in the map below (highlighted in green). Areas of open space used for outdoor activities, wide games and camping are highlighted in purple.



Each section has different meeting times and lengths, the longest being 2 hours. In 2 hours, the Scouts and Explorers can take different routes (of varying difficulty) to perform a loop to either Seend or Semington and back within the time. The rights of way, paths, bridleways and access points to the canal currently in use will be reduced from 4 to 2, with the Semington crossing being diverted to the A350 roundabout.



Areas used for outdoor activities will be removed and replaced by the bypass. The only access to the canal, woods and fields will be a single crossing removing any variety and creating a single point of risk for the safety of the young people we represent.

Whilst there are many reasons why the bypass should not go ahead due to flawed data, destruction of the local economy, financial risk and environmental impact, we would draw your attention to the impact the bypass will have on community, youth services and skills for life.

The access to green space between Bowerhill and the Canal is a unique environment that cannot be replaced. With limited or no access to this space, we would source alternate facilities which will require additional transport (20 parents, 20 cars) there and back. This additional traffic would seem to go against key objectives of the plan through volume of traffic, environmental impact and community need.

In mitigation, should the bypass proceed, we would seek the following in order to continue providing safe scouting for our group:

- All paths and rights of way to remain and not combined. This will require 3 crossings of the proposed route
- A permanent all-weather surface for the whole length of the three routes
- All three crossings to be green overpasses and not diverted on to roads
- All bridges need to be easily accessible, with shallow ramps either side
- All crossings to be lit and covered by monitored CCTV
- Where crossings are diverted to roads, the roads should have no HGV presence and the speed limit is to be reduced to 20 miles per hour with physical measures in place to enforce this (traffic calming devices) and should be traffic-light controlled
- To reduce the noise and light pollution for camping, the proposed route should be lowered, edges raised with banks and trees planted

Community Action Shaw & Whitley Group (CAWS)

Views and Comments on behalf of the Villages of Shaw and Whitley through the Community Action Shaw and Whitley (CAWS) Group (2nd consultation response).

Introduction and Summary

In our previous consultation response (attached at Annex A for ease of reference) we concluded that

Routes 10c and 10d were preferred because those routes:

- have the least impact on our communities in terms of the risks identified in our analysis;
- have the greatest benefits in terms of improvements in journey times and value for money;
- will run closer to recent larger scale residential developments and likely future developments, both to the east of Melksham, therefore providing improved

connectivity to those areas and with improving utility and value for money over time as those developments continue.

We are therefore delighted that Route 10c has emerged as the preferred route and we support it. This route is also consistent with our commentary on the draft Neighbourhood Plan and particularly our recommendation that eastern routes should be preferred.

Analysis

For completeness we have reviewed the results of our previous analysis to see if there have been any other emerging factors or material changes since our last submission. Having completed this exercise we are satisfied that our original reasoning is extant, but we offer the following comments to highlight the key points.

Options 1 to 6 (non road-based options)

As stated previously we accept that these Options in isolation do not deliver the necessary benefits but we do support such initiatives generally and would recommend that they be considered as part of a larger scheme.

Options 7a, 7b, 7c (improvements to the existing A350)

As stated previously we do not believe these Options will deliver material benefits to our communities in terms of traffic volumes and road safety. We concur with the Council's view that these Options would offer lower value for money.

Options 8a, 8b, 9a

As stated previously we do not support these Options because they offer poor value for money (compared with route 10c), exacerbate flooding risk, run extremely close to ancient woodland, present a strategic security risk with their proximity to the Electricity Sub-Station, reduce the utility of the Golf Club and the general wellbeing benefit that offers for our residents, and run close to important heritage assets.

Option 9c

As stated previously we do not support this Option because of its proximity to the floodplain.

Options 10a, 10b

As stated previously we do not support these Options because they offer only the minimal improvements in journey times.

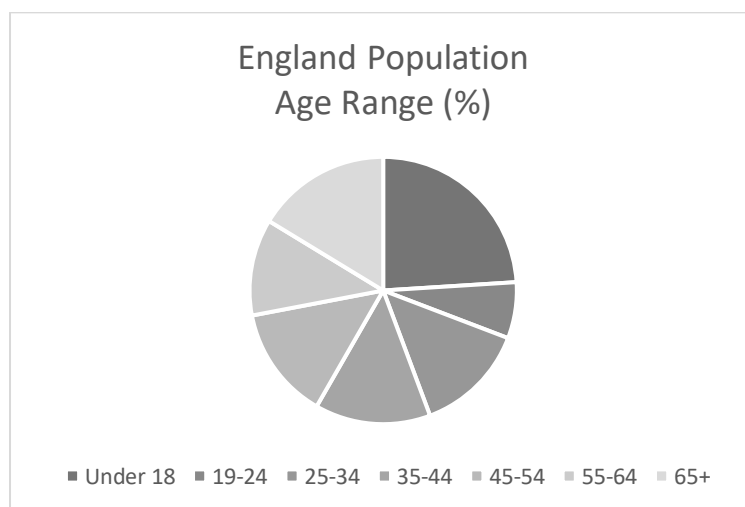
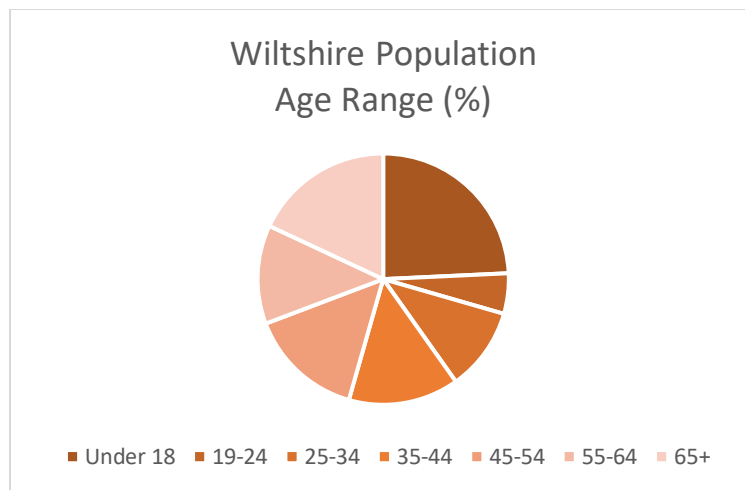
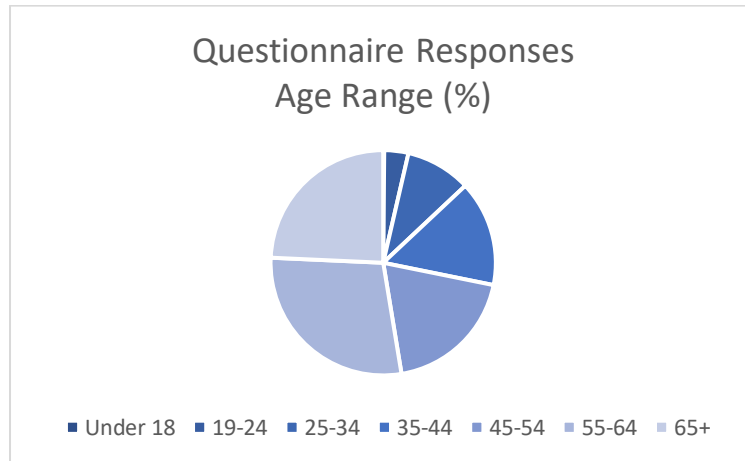
Options 10c

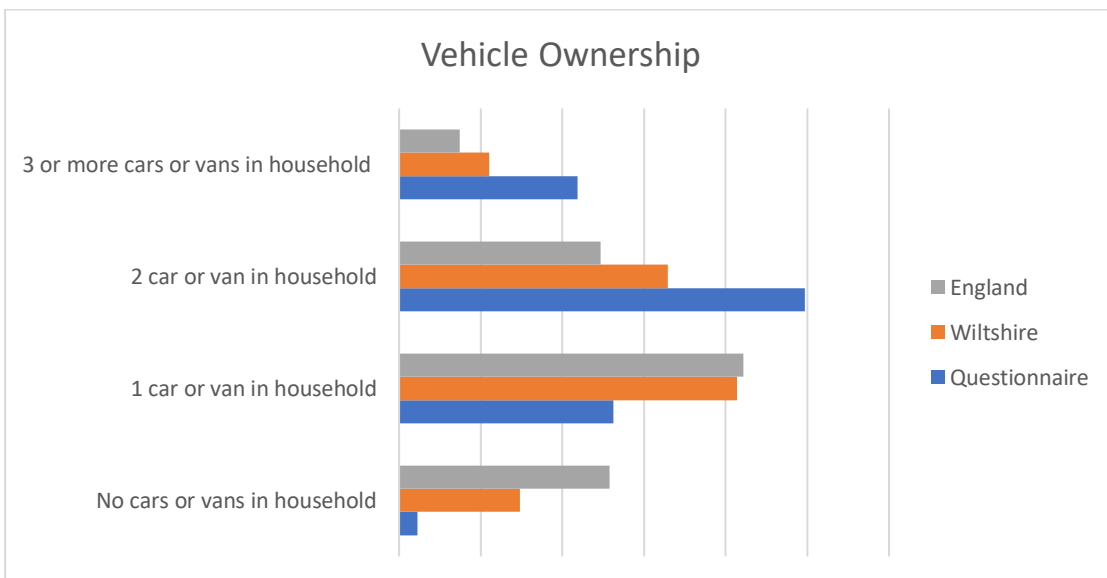
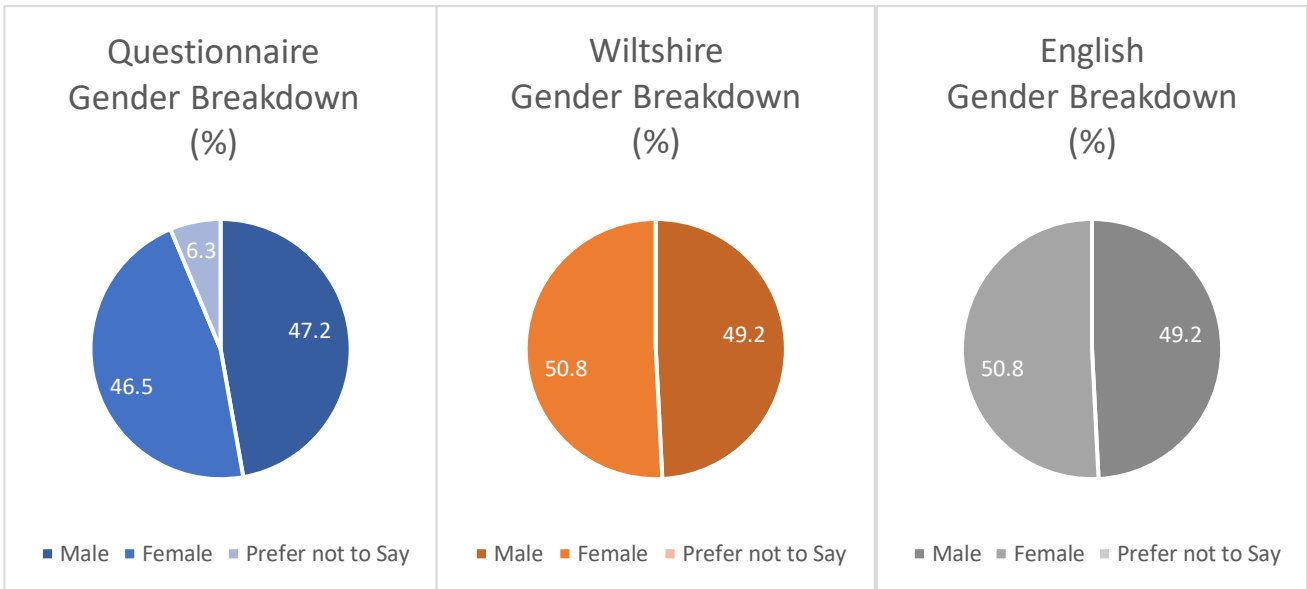
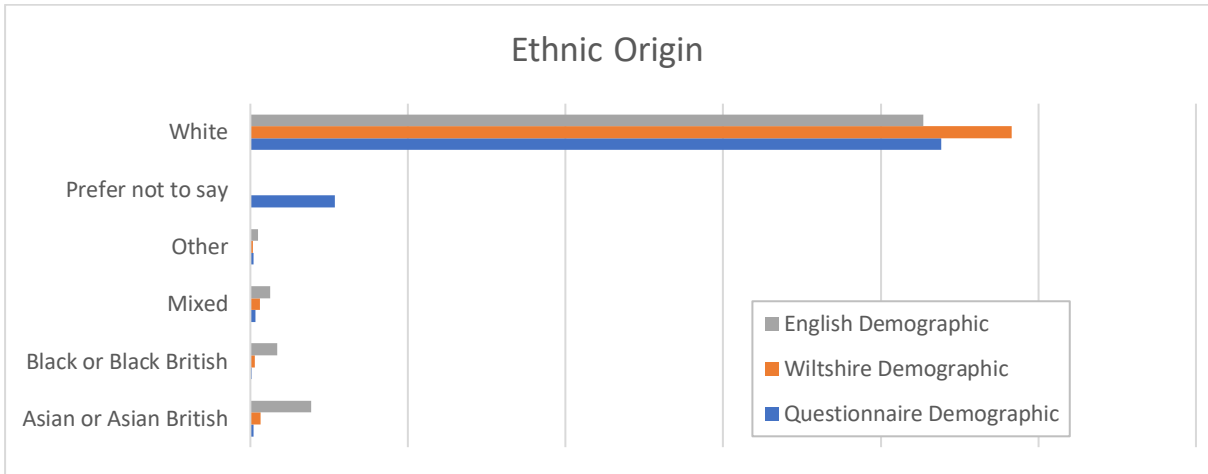
As stated in our introduction we continue to support this Option but we do request that careful consideration is given to re-routing public footpaths where and when necessary.

Appendix 2 - Responses to the online questionnaire

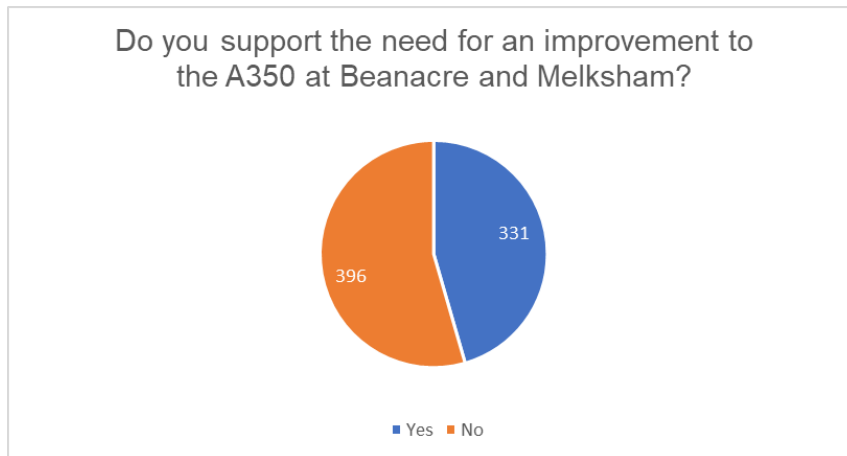
760 responses were received to the online questionnaire. The graphs below show the key characteristics of the respondents and the responses received to the questionnaire.

About the respondents

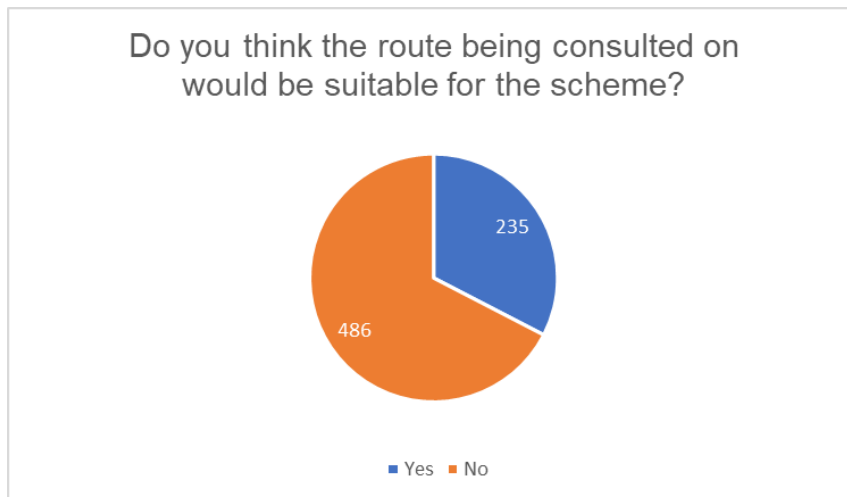




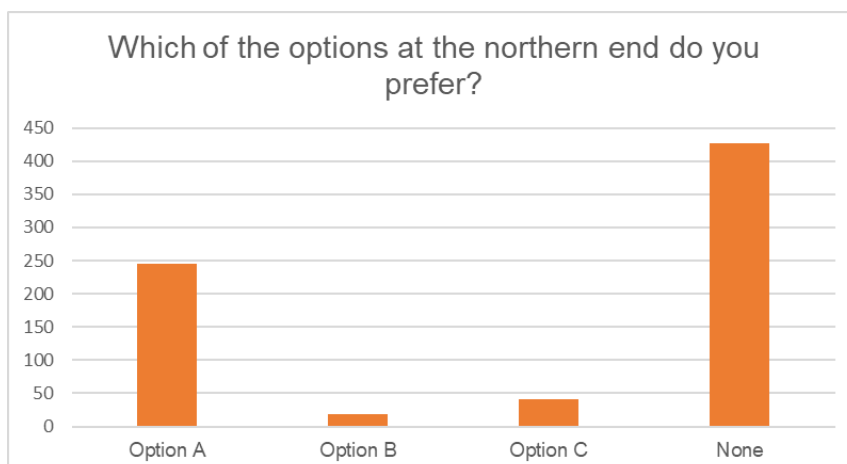
Response to Questionnaire



Yes - 331 (43.6%), No - 396 (52.1%), Not Stated - 33 (4.4%)

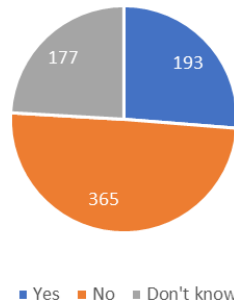


Yes - 235 (31%), No - 486 (64%), Not Stated - 39 (5%)



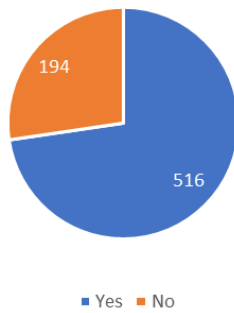
Option A - 245 (32%), Option B - 19 (3%), Option C - 41 (5%), None - 427 (56%), Not stated - 28 (4%)

Do you think the emerging rights of way diversions and proposals are suitable?



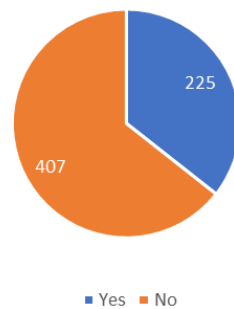
Yes - 193 (25%), No - 365 (48%), Don't know - 177 (23%)

Do you have any concerns regarding the emerging bypass route?

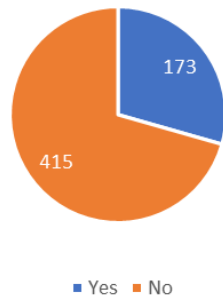


Yes - 516 (68%), No - 194 (26%), Not stated - 50 (7%)

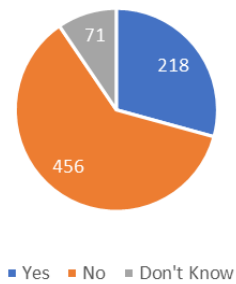
Would the scheme reduce your journey times on the A350 through Beanacre and Melksham?



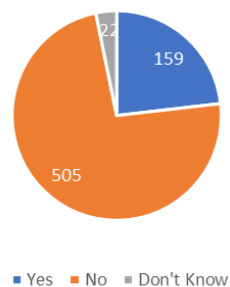
Would the scheme reduce your journey times on other routes through Melksham such as on the A3102 and A365?



Would the scheme make it easier for you to move around in Melksham and Beanacre and visit the places and shops you need to?



Would the scheme make it more attractive for you to walk or cycle to Melksham town centre, the rail station, or along the existing A350?



Of those supporting the need for an improvement (Total 331)

228 (69%) considered the emerging route to be a suitable route for the scheme
209 (63%) preferred Option A at the northern end of the scheme
16 (5%) preferred Option B at the northern end of the scheme
33 (10%) preferred Option C at the northern end of the scheme
59 (18%) did not prefer any of the options at the northern end of the scheme
188 (57%) considered the proposed rights of way alterations were suitable
164 (50%) considered the walking and cycling measures are suitable
181 (55%) had no concerns about the route
129 (39%) had some concerns about the route
208 (63%) thought it would reduce journey times on the A350
169 (51%) thought it would reduce journey times on other routes
216 (65%) thought it would make it easier to move around Melksham

Of those NOT supporting the need for an improvement (Total 396)

4 (1%) considered the emerging route to be a suitable route for the scheme
29 (7%) preferred Option A at the northern end of the scheme
3 (1%) preferred Option B at the northern end of the scheme
8 (2%) preferred Option C at the northern end of the scheme
349 (88%) did not prefer any of the options at the northern end of the scheme
5 (1%) considered the proposed rights of way alterations were suitable
33 (37%) considered the walking and cycling measures are suitable
360 (90%) had concerns about the route
13 (3%) had no concerns about the route
17 (4%) thought it would reduce journey times on the A350
3 (1%) thought it would reduce journey times on other routes
1 (0.2%) thought it would make it easier to move around Melksham

Appendix 4 – Comments in response to the questionnaire

The questionnaire provided the opportunity to provide further comments in connection with various aspects of the scheme.

Do you have any comments about the need for an improvement?

Do you have any comments about the need for an improvement?	Number
General loss of local natural resource, scenic areas, habitat, countryside, woodland, and general concerns regarding environmental impacts	88
Need to reduce / remove traffic (especially HGVs) from Melksham and wider route / improve flow	75
Scheme not required / Bypass not needed	69
Traffic patterns have, and may continue to, change as a result of the COVID pandemic with increased flexible / home working.	36
Journey time savings are not sufficient to justify the scheme.	29
Need to reduce pollution	28
Scheme not required - traffic conditions are OK with the current infrastructure	28
Existing roads / route should be improved / enhanced / repaired	28
Farmers Roundabout works very well and has solved / improved the previous traffic issues.	26
Agree that Melksham needs a bypass and/or that existing A350 traffic levels are a problem	25
Scheme is contrary to developing policy ref net zero approach / not aligned with climate change concerns.	24
Support for the scheme / improvement	24
Bad use of public money / Scheme unaffordable	23
Scheme not wanted	22
Why Melksham when there are bigger issues elsewhere (e.g., Westbury, Devizes, Yarnbrook, Bradford on Avon, Calne, Salisbury)	21
Concerns regarding impacts on wildlife (protected / endangered)	21
Impacts / cost not outweighed by advantages	20
Current road dangerous due to high vehicle speed / volumes - would reduce accidents / cutting in	19
Would be better to improve Public transport	19
New roads attract more traffic	19
Increased air pollution associated with traffic / construction	19
Scheme facilitates house building and would potentially bring forward increased development	17
Traffic projections based on pre-pandemic traffic flows	17
Increased noise pollution associated with traffic / construction	16
Loss of agricultural land and countryside	16
Want scheme to go ahead and soon	15
Scheme not compatible with climate emergency / aligned with Council's Climate Emergency pledge	15

Do you have any comments about the need for an improvement?	Number
Westbury bypass should be priority / is also required	14
Countryside and access to countryside is a valued asset	14
No benefit to residents / poor value for money	13
Scheme cuts Bowerhill from the canal / green space / Giles Wood - impacts for walkers, runners, dog walkers, cyclists, canal users, equestrians	13
Scale of route too big - should be more targeted i.e., in Beanacre / McDonald's areas	12
Road is over capacity	11
Melksham already has a bypass	11
Scheme will not solve traffic problems, but move them elsewhere	10
Argument for, and the and reasons for the scheme, have not been convincingly made	9
Melksham should not pay price for Bath's clean air zone / bridge closure - resulting in increased traffic	9
Bypass reduces air pollution for those homes along the existing road	9
Bypass reduces vibration impacts for those homes along the existing road	9
Traffic volume / vehicle weight is increasing / traffic volumes haven't decreased	8
Adds to car dependency / use	8
Too much / lots of house building / development already in and around Melksham that increases traffic	8
Understand the need for new housing and infrastructure / amenities	7
Scheme will improve safety	7
Money would be better spent addressing climate issues	7
Funds would be better invested in the town to develop local attractions, businesses, housing, schools, healthcare and local community infrastructure	7
Concern that alternatives routes have not been considered fully	7
Route too close to K&A canal and/or Giles Wood and/or BRAG picnic area	7
Dual carriageways needed for vehicle volumes / overtaking - should be free flowing with less roundabouts and traffic lights	6
Cycleway and footpath improvements and provision is required	6
Would be better to improve walking / cycling / active travel aspects	6
Scheme does not address bottlenecks elsewhere on the A350 route (e.g. Yarnbrook, Westbury, Shaftsbury & Dorset)	6
little / no local support for the scheme.	6
Need to reduce travel times	6
Roundabout at Lacock will reduce (rat-running) traffic / speed / improve safety	6
Scheme has impacts with regards to physical and/or mental well being	6
Bypass reduces noise issues for those homes along the existing road	6
Scheme will have impacts on local farmers and businesses, potentially rendering businesses unviable	6
Disproportional impact on wider population to alleviate the impact on fewer residents elsewhere.	6
Scheme will improve quality of life	5
Need to reduce rat running / traffic through Lacock and Lower Woodrow Road	5
Route will reduce traffic through Lacock / improve safety	5

Do you have any comments about the need for an improvement?	Number
10C is most expensive and a waste of funds? 10C is most damaging. 10C should not be progressed	5
Sympathy with Beanacre residents	5
Beanacre residents would have been aware of the existing A350 when they moved there	5
Existing infrastructure and existing route works well.	4
Proposals do not meet the objectives or needs of local people.	4
Spend money where it's needed more	4
Traffic flows on the A350 haven't changed for many years - road is not needed.	4
Should be planning for a future with less road traffic i.e., due to more working from home	4
Creates potential for housing development	4
Scheme should avoid use of greenfield land	4
Suggestion for greater promotion, funding and use of public transport provision (e.g., electric car infrastructure, electric buses, rail enhancements etc.)	4
Walking and cycling improvements (complementary measures) should be delivered as part of the scheme	4
Visual impacts of the road / route	4
Bypass would benefit environment and economy of Melksham and wider Wiltshire	4
Impact on rural residents who will be subjected to traffic if this goes ahead	4
Future roadbuilding needs to be re-assessed	4
Concerns regarding costs and cost escalation	3
Road needs to be more resilient to cope with roadworks / accidents	3
Need to improve road signage	3
Emerging technology / electric vehicles diminish need for improvement	3
Traffic will bypass Melksham - potential impacts on local town centre businesses through loss of passing trade	3
Should separate long-distance traffic from local journeys	3
Traffic and footfall assessment post Covid is required	3
10c should be progressed	3
Scheme impacts upon Lacock which has historical significance / impact on historic sites	3
Route too close to Bowerhill	3
Suggestion to relocate Aldi & McDonalds to reduce traffic problems	3
Route should not impact other residential / recreational areas or sites	3
Route should allow vehicles to overtake safely, short stretches of dual carriageway may be required	3
Increased light pollution	3
Potential impacts on archaeology / historic environment	3
Should aim for traffic reduction	3
Insufficient consultation and/or investigation into alternative route options	2
Speeding traffic	2
Overall transport strategy should be in place rather than piecemeal improvements to road network.	2
Scheme should be put on hold due to climate emergency and changing priorities	2

Do you have any comments about the need for an improvement?	Number
Proposals negates the disruption and expense of Semington Bypass and Farmers Roundabout works	2
Employ / exhaust demand management measures first	2
Traffic survey was before Farmers roundabout improvement	2
Bypass for HGV traffic	2
Scheme surrounds Bowerhill with main roads	2
Route too close to Melksham Oak Community School	2
Increased accident risk associated with new route.	2
Connections from A350 to A365 and B3107 should be improved	2
Route should bypass Melksham completely, then re-join A350	2
Concerns regarding the severance of / impact on public footpaths / bridleways	2
Scheme development has not included sufficient consideration / consultation on area impacts	2
Protect and value Wiltshire's wildlife and environment - don't destroy it.	2
Bypass is part of a bigger national plan	2
The scheme is being driven by greed (and/or for personal benefits???)	2
Consultation / scheme proposals confusing	2
Reduce speed limit	2
Concerns regarding adequate public consultation period / promotion of consultation	2
Suggestion for terminology / phrases to be modified	2
Repair / maintenance should be of a higher standard and be carried out properly, negating the need for improvements / vegetation and sight lines should be better maintained	2
Potential funding opportunities should not be the reason for making choices regarding schemes	1
Will improve access for emergency services due to reduced traffic	1
Scheme will allow for proper planning of infrastructure to meet demands	1
Would be better to upgrade A36 / other strategic routes	1
Bypass will not be used - traffic will continue to use existing route.	1
5 transport aims do not outweigh the negative impacts	1
Contradicts any aim of discouraging "out commuting"	1
Scheme is not a replacement; it is an addition	1
Funds would be better allocated to enhancing services such as policing, education, Health, Social Services, Fire Services etc.	1
Should be put on hold until the full effects of the post covid pandemic are clear with regards to traffic flows and/or housing location need.	1
Broadband should be improved instead	1
Remove traffic lights from Farmers Roundabout	1
Volume of traffic will not decrease due to delivery requirements i.e., for shops and travelling to south coast	1
Pedestrian surveys were undertaken during winter and during lockdown - not representative	1
Speed restrictions are ineffective	1
ASDA has made the traffic congestion worse - it shouldn't have been allowed by the planners	1

Do you have any comments about the need for an improvement?	Number
People will return to public transport usage once confidence returns following pandemic	1
None of the proposals will improve the congestion	1
Congestion limited to certain times on certain days	1
Introduce traffic calming measures on existing road	1
Planned road developments will further reduce traffic flow	1
Need lots of additional signage to promote Melksham businesses to travellers	1
Synchronise traffic lights between Aldi and Asda to improve flow	1
Scheme reduces opportunity for community activities to the south of Bowerhill	1
Scheme will have impacts at Lower Woodrow on existing premises / community	1
Query rationale for location of Woodrow Road / Lower Woodrow crossing arrangements and location	1
Communities surrounding Melksham will be cut off and isolated	1
Western routes should be reconsidered	1
Route too close to Lacock village - important tourist destination / location used as a film set	1
Option 10A should be rejected	1
Query route consultation process. 10C was always the preferred solution.	1
Cheaper alternative route required	1
Route might cause drivers to head south from Junction 17 rather than 18 of the M4	1
Route should go alongside or next to existing woodland, not through it	1
Scheme should enhance and make more use of existing roads / route & infrastructure	1
Traffic should be managed / bypassed at Batheaston	1
Suggestion to move road further west to minimise impact on Tanhouse Farmhouse	1
Scheme should connect to the dual carriageway in Chippenham	1
Another bridge over the river should be the priority, so traffic can avoid Bradford on Avon, Bath	1
Dual carriageway should be introduced along existing road between Melksham and Semington and a bypass of Beanacre village between railway line and the village	1
Use of the full length of the Semington Bypass would provide land already designed to incorporate dual carriageway	1
A filter lane turning left and having 1 designated lane for traffic turning right from Bowerhill would be better	1
A filter lane at Western Way coming from the south heading towards Chippenham at the roundabout would improve vehicle flow	1
Reduction in biodiversity as a result of scheme	1
Impacts on Hedgerows	1
Impacts on landscape	1
Water quality concerns due to road drainage / run-off	1
Scheme not compatible with environmental strategy	1
Access to countryside provides physical and mental wellbeing for many which would be lost	1

Do you have any comments about the need for an improvement?	Number
Detrimental impact on Seend / Seend Cleeve and Kennet and Avon Canal	1
Noise mitigation / screening will be required.	1
The countryside wasn't a concern when the houses were built, so build the bypass	1
Retain existing farmland for food production	1
Vital improvement in the north to south route	1
Traffic flow in Lacock needs to be improved	1
Stop towns spreading out to village boundaries	1
Scheme will impinge on ability to leave a legacy for future generations	1
Progressing with the scheme is contrary to the option and wishes of the local population	1
Mitigation measures do not work or will not be sufficient	1
Scheme will have impacts on social identity of Melksham and surrounding villages	1
Query regarding access to traffic count data from March 2018	1
Query whether route in cutting or on an embankment	1
Councillors' views / judgment regarding this scheme is clouded.	1
Road at Beanacre too narrow to be widened for HGV traffic - would require demolition of housing and buildings	1
Route too long (increased pollution, fuel, time)	1
Focus should be on community wellbeing	1
Proposals go against Nuremberg Code 1947	1
Destruction of people's properties and lives near to the route	1
Query on when the next Melksham bypass will be required by	1
Road engineering is not necessarily the solution to improving traffic flows and passage	1
This is a highways department vanity project	1
Install speed cameras	1
Speed limit should be enforced	1
Proposals should protect the wider community interest	1
Improvements should be limited to specific problem areas i.e. Lacock	1
Query on mitigation measures to be employed	1
Query on route appraisal criteria	1
Cycling should be segregated from new road	1
Route should support housing developments in North East / East of Melksham and not be a through route	1
True cost i.e., to environment, climate change, health should be included in calculations	1
Lacock improvements should be separate issue than a bypass in Melksham	1

Do you have any comments about the Emerging Route?

Do you have any comments about the Emerging Route?	Number
General concerns about impact on / loss of environment, green space, countryside, canal, habitats, green belt, nature, landscape, Giles Wood, protected areas	146
Impact on / loss of countryside	88
Impact on wildlife / threatened species	67
Noise impacts resulting from scheme	59
Route creates the opportunity for more development / house building	49
Scheme / route not wanted / needed	46
Concern about large cost of scheme / waste of public funds	42
Air pollution impacts resulting from scheme	42
Route will impact people's (walkers / children / pet owners / runners / ramblers / cyclists) ability to explore the environment and green space / canal / Giles Wood	39
Route looks feasible / sensible / most suitable / general support	34
Concern about loss of / impact to fertile / farm land and farmers livelihoods	30
Residents will be adversely affected (particularly at Bowerhill / Redstocks / Lacock)	29
Strong support for the scheme / proposed route	26
Concern about the consultation process - predetermined outcome / too short / too little consultation / too few options	25
Scheme not compatible with climate change / carbon reduction agenda	23
Route will sever residents access to green spaces / countryside / canal / Giles Wood	23
Route too close to properties in Bowerhill / Redstocks	23
Impact on popular leisure / tourist area	23
Route will impact people's health / wellbeing and cause residents a lot of stress	20
Route too long / large	20
Benefits of the scheme do not outweigh its disadvantages / impacts	19
The existing Melksham bypass / roads should be used / enhanced	19
No discernable comment	16
Concern about the impact on / route too close to Lacock (historic site)	15
Visual impact of scheme	15
Journey time savings do not justify scheme impacts	13
Too little remaining countryside / green space - stop destroying it and protect it - highly valued	13
Melksham already has too many houses and not enough infrastructure	13
Scheme / route entirely unsuitable	12
Scheme will not solve traffic / pollution problems - will just move them elsewhere	11
Please consider alternative / better routes	10
Negative impact on environment between Bowerhill and the canal	10
Concern about crossing of / impact on the flood plain	10
Impact on ecology / biodiversity	10
Concern over climate change / carbon impacts	10

Do you have any comments about the Emerging Route?	Number
Should be trying to reduce the number of vehicles on the road / driving less	9
Should not be building more roads	8
Route too close to canal	8
Route will adversely affect people's quality of life	7
Concern over impacts on historical environment - abbey / roman roads etc	7
Want scheme development and construction to be accelerated	7
Residents chose to live in Bowerhill due to its proximity and access to the countryside / tranquility	7
Improve public transport instead / Existing bus routes and train stations should be expanded	6
Proposal is based on old data and information	6
Takes the road away from the built up / residential areas	6
The route ignores the wishes of the majority of people	6
Alternative routes have not been considered equitably / dismissed too early in process	6
Poor value for money	5
Rationale for the scheme has not been convincingly made	5
New roads create more traffic	5
Other areas should be the priority i.e. Yarnbrook / Westbury / Devizes	5
Working patterns / shopping habits have changed and commuting has reduced	5
Route should be a dual carriageway (from the beginning, not retrospectively applied)	5
Scheme will adversely affect pathways / bridleways	5
Scheme will improve air quality in area adjacent to existing road	5
More trees / earthworks are required to shield view of road from residential properties / absorb carbon	5
Scheme passes the perceived problem to a few hundred Beanacre residents onto a new part of Melksham and a thousand or more residents, particularly Bowerhill	5
Council misled residents and wasted money on consultation process, when decision already made	5
It is unnecessary to take this amount of land	4
Bowerhill will be encircled by roads	4
Route moves development / traffic away from the train station and center of town	4
Route too close to the Oaks School	4
Junction / slip road at Woodrow Road must be included to reduce rat-running and improve safety to benefit other local communities	4
Scheme will reduce traffic noise for existing road / across town (due to the prevailing wind)	4
Concern about height of road	4
Concern over carbon impact of road building	4
Light pollution impacts resulting from the scheme	4
Query over how / want assurance that residents will be protected from noise pollution	4
Residents chose to live in Beanacre and knew the A350 impacts	4
Scheme will adversely impact house prices / property desirability	4
This will destroy / be big mistake for Melksham and make things worse	4

Do you have any comments about the Emerging Route?	Number
Not needed - there is not a traffic problem with current provision	3
Improve active travel (walking / cycling) routes	3
Proposed roundabout at Melksham Road junction will safely direct traffic and more quickly, reducing rat-running through Lacock	3
Route would have potential benefits and issues	3
A route to the west would be better, less intrusive and more cost effective	3
Route should not cut across National Trust land / field to south east of Lacock	3
Shortest route and one with minimum damage to local environment should be selected	3
Access to footpaths etc. should not be restricted - require protection	3
One footpath is a poor substitute to the numerous routes currently available	3
Severance of farmland	3
Scheme would open up economic opportunities for residents	3
Route selection was already made - DfT asked to fund route 10c, no other options referred to in the funding request form	3
Scheme has a huge financial and environmental cost	2
Scheme will not benefit residents	2
Melksham already has a bypass	2
Bypass will make people travel further than they need to	2
Will increase traffic, flow and vehicles speeding	2
Town will die and become 'commuter town' as businesses will suffer as people won't be driving through	2
Piecemeal approach to road building is the wrong way to do this	2
Money should be spent on repairing / maintenance of the current roads instead	2
There are more important aspects facing society / spend money where it's needed	2
A Batheaston bypass would remove the need for a Melksham bypass / not travel down A350	2
Should be greater emphasis on alternative energy travel	2
Faster route will encourage people to use it, increasing traffic problems	2
Route looks elegant	2
Route 2c would be acceptable	2
Option B would be acceptable	2
Roundabout at Lacock would be beneficial	2
Route would impact the minimum number of residents in other areas	2
Route would reduce number of accidents and make it safer	2
Route 7a was the people's favourite	2
If a bypass is necessary, this is completely the wrong route	2
Bypass will cut off Melksham	2
Concern about the impact on Redstocks	2
Route too complicated / difficult (bridges / flood avoidance)	2
Route will make Lacock a rat-run	2
Scheme will impact Giles Wood	2
Route would adversely impact on highly populated area	2
The roundabout should connect to Melksham Road at Lacock	2

Do you have any comments about the Emerging Route?	Number
Roundabout at southern end of Lacock should be kept - will ease traffic flow, improve safety and reduce rat running	2
Route should be closer to Melksham	2
Road by Semington should be widened to improve traffic flow	2
By running PROW next to heavy traffic, increase exposure to pollution	2
Footpaths and bridleways need to be retained along existing routes, with bridges / underpasses for every route that are not diverted onto roads	2
Footpaths / cyclepaths should be included	2
Concern over pollution to the Oaks School	2
Insufficient mitigation measures for residents / houses / environment	2
Council should consider environmental costs	2
Seeking assurance that the historical and habitat protection schemes are in place	2
Scheme will significantly improve life of Beanacre / Melksham residents	2
Suggestion that scheme based on access to money / greed, rather than the needs of the people / community	2
How can experts come up with such nonsense, it will not protect the environment and wildlife that you say you are trying to protect	2
Proposals / consultation information should have been sent to every household in Melksham	2
Enforced land purchases have already happened - decision already taken	2
Detail and clarity of the maps / plans are not adequate / accurate	2
Language should be simplified / jargon should be removed / terminology unclear	2
Concern over escalation of costs	1
Scheme will help alleviate traffic volumes passing Bewley Crescent	1
Sat nav would select Beanacre as the shortest route, so traffic would still use it. Will result in 2 busy routes cutting off the town	1
Beanacre already had a bypass to protect their village - shouldn't be given priority	1
Encourages car use	1
Relocate McDonalds and Aldi to more convenient sites to remove pinch points	1
Mitigation measures will be needed to eliminate the impact on housing and the environment	1
Personal car use may reduce in the future with self driving cars / vehicle booking apps	1
Money should be spent on schemes that will meet the carbon neutral goal by 2030 instead	1
Consideration should be given to whole route through Wiltshire to Poole	1
Long distance traffic should be removed from A350	1
Scheme will improve traffic volumes in area adjacent to existing road	1
Scheme will reduce travel times	1
Traffic flow from the new roundabout on the A365 will see significant increase in traffic back past the Oaks School	1
60mph speed limit is too high	1
Traffic flow at Melksham will not be improved	1
HGV traffic should be diverted off the A361 to bypass Seend and use the new A350 route	1
If scheme must go ahead, 10c seems the best	1

Do you have any comments about the Emerging Route?	Number
Will benefit Devizes residents getting to the M4, avoiding the need to travel through Chippenham	1
Option A would be preferable as it would utilise the existing wider road junction on the A350	1
Route will bring commercial vehicles close to Bowerhill industrial estate	1
Route would reduce traffic on Forest Road and through Lacock	1
Route will improve safety of existing junction at Lacock	1
It is far better for route to be north of the canal	1
Shorter route is less invasive to countryside	1
Removes transient traffic from the town, reducing maintenance requirements	1
Route will move the North-South traffic away from the constriction of current route	1
Routes makes best use of existing provision and ground restrictions (rail, river etc)	1
Glad that route 10d was avoided following first consultation	1
Route provides greatest relief to A350 and is less constrained than other options	1
Route will support the local and wider economy	1
Route avoids disruption to the railway line	1
The nimby resistance to this route must be ignored	1
Removal of the Woodrow Road roundabout will reduce the effectiveness of the bypass for Lacock as Woodrow traffic will continue to use Lacock as a rat run	1
The southerly roundabout locations will not provide improved exit from Lacock	1
Route selected because easiest to build, but takes most greenfield land	1
Route will make it less safe for walkers and their animals	1
Query why route was not discussed with the affected properties at the first consultation	1
Concern about where route crosses A3102	1
Route should not include the part between Devizes Road and Trowbridge Road - will limit environmental impacts	1
The northern end of Option A will only benefit Beanacre and Melksham residents to detriment of neighbouring communities	1
Concern over congestion at either end of route	1
Route needs further thought	1
Impact on the enjoyment of the canal is contrary to statement that bypass will promote opportunities to lead healthier / active lives	1
Consideration should be given to stopping up the old routes or making them less attractive to avoid rat-running	1
Cycle lane infrastructure should be improved as part of the scheme	1
Route should connect directly to roundabout at the A361 / A350 interchange and not dog-leg south of Bowerhill	1
Northern end should include the bad junction south of Lacock, proceed south to incorporate Redstocks crossroads and re-join existing A350 at Hag Hill, to include the bad junction there	1
Preservation of green space should be priority for health and mental wellbeing	1
Cheaper alternatives should be progressed	1
Bridges / route should be made upgradable to dual carriageway to future proof it against future needs generated by development inside the proposed route	1

Do you have any comments about the Emerging Route?	Number
There is potential to save money at the northern end of the route, by starting just south of Halfway Farm which will save the requirement of an elevated section as the ground is naturally above the flood plain	1
Query over who would qualify as local traffic at the Woodrow Road overpass - would this create a rat-run to avoid the main routes?	1
Once bypass complete, the A365 and the previous part of the A350 in town should have weight and axle number restrictions otherwise the southerly route would encourage traffic to continue to take the shortcut through Box and Atworth and then onto Melksham	1
Reduced speed limits and pavements are required where the A350 meets the A365	1
Better infrastructure will be required i.e. doctors, schools, medical facilities for the area	1
Route should be further away from Bowerhill Lane and Brabazon Way	1
Route should continue its countryside sweep across the canal and join at the Seend / Semington roundabout. This would enable traffic to still be close to the industrial estate	1
Roundabout at Lacock should be further south with a link road to Lacock. Access to the A350 from the Whitehall traffic lights should be closed	1
Forest Road should be blocked off - for use by cyclists and walkers	1
Consideration for comfort and refreshment breaks will be needed - there aren't any laybys	1
Route should provide for traffic from Woodrow and Forest to join the new road	1
Route should not cut between Bowerhill and the canal, it should go wider, cross the canal and join the A361 either below Seend Cleve or at the Trowbridge roundabout	1
Route will need careful design	1
Woodrow Road should not have intersection with bypass - intersection with the A3012 should be sufficient	1
The Snowberry Lane road route should be progressed instead	1
Route should connect to existing roundabout at Semington, not the current A350 - removes need for additional roundabout and effect on traffic flow	1
Route should follow the pylons and go further south than option C	1
Route should be for benefit of Melksham and Beanacre and should not involve Lacock	1
Further consultation with parish councils / residents required to fine tweak the design	1
Should reduce the number of roundabouts to improve traffic flow	1
Continuation of the eastern bypass north into Beanacre would be sufficient to resolve congestion	1
Bridleways provide potential for a good circular route for pedestrians, cyclists and horse riders	1
Scheme has provision for cyclists and walkers by inclusion of bridges or underpasses	1
Route would be beneficial to walkers, Lacock residents and visitors	1
There are a lot of pedestrian underpasses and bridges needed with this route - experience elsewhere is that they are generally poorly maintained and frequently attract vandalism	1
High embankments will limit visibility and transit across the road for people and animals	1

Do you have any comments about the Emerging Route?	Number
Road should not sever any of the public rights of way	1
The need to cross a high speed road will reduce usage due to safety concerns	1
Overbridge of Wilts & Berks Canal Route (of suitable height) is an absolute necessity	1
Woodrow Road is popular and safe cycle route - will be impacted by volume / speed of traffic from intersection with bypass	1
Query why elevate the road for an underpass, when a footbridge would be cheaper and more suitable	1
The under or overpass for bridleways SEEN13 and SEEN17 must be safely usable for horse riders	1
The scheme should include a new bridleway link between MEL40 and MELW41 to enable MELW40 to be used safely	1
Provision for walkers should be made on byways	1
Please give pedestrians / cyclists / people with mobility aids safe passage	1
Route crosses a number PROW, please provide better access to those areas	1
Query over how cyclists or people with disabilities will access canal if there are steps	1
Query over whether circular route through Giles Wood then returning on footpath from picnic area will be guaranteed	1
Plans need to be amended to show correct route of public footpath near Hack Farm (in different land ownership)	1
Route will provide alternative for when the bridge at Lacock is flooded	1
Route has potential for associated environmental benefits, when considered with strategic proposals for the town	1
The environment should be protected, not ripped apart	1
Scheme will increase the risk of flooding	1
Increase polluted water-run off unable to be contained within the proposed ponds	1
Query whether areas of potential archaeological interest are of sufficient importance to warrant impacts on residents by increasing the length of the road	1
Query over how carbon for the scheme will be offset	1
Environment and ecology is trying to be helped locally	1
Ground stability will need to be considered, as Melksham is high risk area for ground movement, and too much development may have detrimental effect	1
Tree planting would be needed in the multiple thousands and should be carried out years in advance of start of works	1
Road should be placed in cutting to reduce noise and light pollution and visual impact	1
Please review report from the Environmental Audit Committee	1
Route too close to farmland - impact on livestock	1
Farmers haven't been consulted	1
Should be encouraging food security with low food miles	1
Farmland is required to produce food	1
Suitable accesses for 42t lorries and 27m long trailers are made available so land is still farmable	1
Access to farm buildings along the new road should be provided	1
No comment as not local person being directly affected	1
Scheme will improve severance for Beanacre residents	1

Do you have any comments about the Emerging Route?	Number
Agree bypass for Melksham required	1
Long term impact doesn't seem that big, even though goes through farmland	1
Scheme will improve the effectiveness of the route	1
Large impact on more residents to benefit a few	1
Query how right to build a road through the middle of best, well used countryside in the county	1
Scheme will jeopardise the distinctiveness of the communities of Melksham and surrounding villages	1
Scheme would be a lose-lose result for the environment and residents	1
It's incredible that Wiltshire Cabinet are considering this - no consideration for people's lives	1
If the intention is for a dual carriageway at Notton / Lacock, it will destroy the nature of the area	1
Scheme will impact on social groups i.e. the cubs, as they use the fields	1
A bridge from Bowerhill to the canal is abhorrent	1
The arguments for and against the other routes have not been aired in a simple document sent to every household	1
This is wrong and a public enquiry is needed	1
Speeding traffic on existing 40mph routes keep residents awake at night already	1
People have a right to green country - this will be spoilt	1
This is another example of the declining democracy that we call the UK	1
Do not support 10c route	1
People's views and concerns should and must be listened to before decision made - democratic society. Wiltshire Council elected members and have duty to listen to residents	1
Council will eventually expand the scheme to a dual carriageway, which will increase impact	1
The Council puts the car user first	1
Special character of Lacock should be preserved	1
The timing of this proposal could hardly be worse	1
Falsely prioritised and advertised to Melksham constituents, misrepresentation of costs leave Melksham council open to litigation from residents	1
Infill houses will destroy Lacock's significance	1
Too little consultation on the impact to the area between Bowerhill and Seend	1
Query over where money is coming from	1
Consultation material is misleading - route not positioned approximately midway between Bowerhill and canal	1
This is an act of vandalism by the Council - so devastated by proposals, put house up for sale	1
Have no words	1
Business will be adversely affected	1
Every legal means necessary will be used to prevent it	1
Economic growth should not be reason to destroy countryside	1
Improvement of existing routes would be cheaper and less disruptive option	1
New bypass should be provisioned for dual carriageway	1
Lacock Parish Council must be consulted regarding the emerging route	1

Do you have any comments about the Emerging Route?	Number
This is as bad as the Stonehenge tunnel - can the High Court stop this too?	1

How could the Rights of Way proposals be improved?

How could the Rights of Way proposals be improved?	Number
Best way to improve Rights of way would be to leave them alone and not build the bypass	100
Concerns regarding the severance of public footpaths / bridleways	21
Every PROW should be retained	14
Use the scheme to provide new/improved ROW	13
Unable to understand the proposals for the ROW network	10
Consider the use of pelican crossings, footbridges, subways, at-grade crossings as necessary / appropriate.	9
ROW need better maintenance	8
Would be better to improve walking / cycling / active travel aspects	7
Bridge designs need to ensure they are accessible for all users (peds, cyclists, equestrians, pushchairs, those with disabilities, those using the canal for leisure)	7
Provide access from Bowerhill to the canal	7
Scheme not wanted	6
ROW don't need improving	6
Bypass would result in only one accessible path to the canal for residents of Bowerhill	6
General loss of local natural resource, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	6
ROW would be improved by changing the route	5
Connectivity of rights of way need to be improved in the area	5
Introduction of roundabouts will just slow down traffic	4
Plans make it more difficult for less able users to access ROW	4
Increased noise pollution associated with traffic	4
Loss of agricultural land and countryside	4
Insufficient consultation and/or investigation into alternative route options	3
Existing infrastructure and existing route work well.	3
Footbridges may not be fully accessible	3
Increased air pollution associated with traffic	3
Bypass will not be used - traffic will continue to use existing route.	2
Funds would be better invested in the town to develop local attractions, businesses, housing, schools, healthcare and local community infrastructure	2
Funds would be better allocated to enhancing services such as policing, education, Health, Social Services, Fire Services etc.	2

How could the Rights of Way proposals be improved?	Number
Pedestrian surveys were undertaken during winter and during lockdown - not representative	2
Provide overpasses rather than diversion of paths	2
Underpasses and bridges will require additional maintenance	2
The plans put forward are not serious considerations	2
Wildlife crossing bridges should be considered	2
Better consultation with affected parties such as ramblers and cycling groups	2
Bad use of public money - Scheme unaffordable	1
Affected landowners have not been sufficiently consulted - further engagement needed	1
Would be better to upgrade A36 / other strategic routes	1
Scheme not required / Bypass not needed	1
Scheme not required - traffic conditions are OK with the current infrastructure	1
Westbury bypass should be priority	1
Put the bypass as close to Beanacre as possible	1
Scheme will not solve traffic problems, but move them elsewhere	1
No evidence that the scheme will reduce rat-running in Lacock / scheme will increase traffic in Lacock	1
Access from Seend end over new junction near school would need to be improved to ensure child safety	1
Links to town centre and through Bowerhill could be improved	1
Routes need to be lit	1
Routes need signage	1
The A3102 should be downgraded to a B road	1
Underpasses rather than overpasses	1
Build footbridges don't elevate the road	1
Greater consideration to farmers access	1
Scheme development has not included sufficient consideration of environmental matters / improvements	1
Noise mitigation / screening will be required.	1
Scheme will have impacts on local farmers and farming businesses, potentially rendering businesses unviable	1
Proposals have not identified all affected landowners / land plots	1

How could Walking and Cycling Proposals for the Town be improved?

How could Walking and Cycling Proposals for the Town be improved?	Number
Provide more Segregated / safe use cycle paths & walkways	49
Improve walking and cycling without the need for a bypass	34
Delivery of a new bypass will remove current walking/cycling opportunities	29
Improve cycle links from Melksham into other towns (Lacock, Chippenham, Trowbridge)	26
Scheme not wanted	26
Connect Cycleways & Walkways with town centres to provide better connectivity	21
Provide better walking & cycling infrastructure on existing highway network in Melksham (Eg Western way, existing A350)	15
The plans/proposals do not show what is planned for walking & cycling / horse riding	12
The Walking & Cycling won't improve with a new bypass	11
Invest in better cycling infrastructure to encourage more cycling	10
Strategic approach to providing a cycle lane network so that greater encouragement is given to use of cycles over cars	10
Leave it alone, it currently works fine	8
Mixed use paths don't work	5
Don't worry about walking & cycling	4
Reduce vehicle speeds to encourage walking & cycling	4
Pedestrianise the town centre	4
Open up and extend ROW routes	4
Against pedestrian crossing on A350 for station movements. Pedestrians/Cyclists should be encouraged to use the subway	4
Better maintenance of existing footpaths in Melksham	4
Melksham will become more accessible to walkers and cyclist once the bypass opens	4
Ensure Paths are wide enough for multiple bike users / wheelchairs	3
Walking & Cycling plans appear acceptable	3
Encouragement of the use of electric single person modes of transport including scooters	3
Concerns regarding the severance of public footpaths / bridleways	3
General loss of local natural resource, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	3
Improved bike signage	2
Better promotion / encouragement for people to walk & cycle	2
Ensure there are adequate and safe road crossings for pedestrians	2
Better consultation with key walking & cycling groups	2
Views of disabled people not taken into account who need vehicular access to amenities	2

How could Walking and Cycling Proposals for the Town be improved?	Number
Suggestion for greater promotion, funding and use of public transport provision (e.g. electric car infrastructure, electric buses, rail enhancements etc.)	2
Money would be better spent maintaining existing roads	2
Create full pedestrianisation wherever possible	1
Improvement along A365 is needed	1
More information required on active travel schemes	1
Make the Town a one-way system	1
Finish paving works in the town centre	1
Previous promises of better cycle ways have not come to fruition	1
Introduction of more countryside cycleways	1
Provide streetlighting along walking & cycling routes	1
Provide litter bins along walking & cycling routes	1
Provide a Safer crossing from Mons Lane to Notton	1
Stop traffic along forest road	1
Ensure walking & cycling routes account for all mobility aids	1
More provision for recreational walkers and cyclists	1
Railings on high pavement on bank street needed.	1
Cycling & Walking provision was not outlined in the initial funding bid	1
Needs to be more than one route to get to the canal	1
Look at links from the station to Scotland Road	1
Insufficient consultation and/or investigation into alternative route options	1
Concerns regarding costs and cost escalation	1
Would be better to improve Public transport	1
Overall transport strategy should be in place rather than piecemeal improvements to road network.	1
Melksham already has a bypass	1
Existing infrastructure and existing route work well.	1
Scheme not required - traffic conditions are OK with the current infrastructure	1
New roads attract more traffic	1
Funds would be better invested in the town to develop local attractions, businesses, housing, schools, healthcare and local community infrastructure	1
Funds would be better allocated to enhancing services such as policing, education, Health, Social Services, Fire Services etc.	1
Scheme cuts Bowerhill from the canal / green space / Giles Wood - impacts for walkers, runners, dog walkers, cyclists, canal users, equestrians	1
Scheme will have impacts at Lower Woodrow on existing premises / community	1
Increased air pollution associated with traffic	1
Progressing with the scheme is contrary to the option and wishes of the local population	1
Query access / junction arrangements at Woodrow Road	1
Will traffic speed cameras be introduced	1

What concerns do you have about the scheme?

What concerns do you have about the scheme?	Number
General loss of local natural resource, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	242
Increased noise pollution associated with traffic	99
Increased air pollution associated with traffic	83
Scheme facilitates house building and would potentially bring forward increased development	67
Concerns regarding impacts on wildlife (protected / endangered)	52
Scheme cuts Bowerhill from the canal / green space / Giles Wood - impacts for walkers, runners, dog walkers, cyclists, canal users, equestrians	44
Bad use of public money - Scheme unaffordable	37
Scheme not wanted	33
Route too close to Bowerhill	26
Progressing with the scheme is contrary to the option and wishes of the local population	26
Concerns regarding costs and cost escalation	25
Scheme is contrary to developing policy ref net zero approach / not aligned with climate change concerns.	24
Reduction in biodiversity as a result of scheme	23
Journey time savings are not sufficient to justify the scheme.	21
Route too close to Lacock village - important tourist destination / location used as a film set	21
Access to countryside provides physical and mental wellbeing for many which would be lost	21
Scheme will have impacts on local farmers and farming businesses, potentially rendering businesses unviable	21
Route too close to K&A canal and/or Giles Wood and/or BRAG picnic area	20
Adds to car dependency / use	19
Scheme not compatible with climate emergency / aligned with Council's Climate Emergency pledge	19
No cost benefit to residents	17
Scheme not required / Bypass not needed	16
Traffic patterns have, and may continue to, change as a result of the COVID pandemic with increased flexible / home working.	15
Scheme reduces opportunity for community activities to the south of Bowerhill	15
Increased light pollution	15
New roads attract more traffic	14
Scheme should avoid use of greenfield land	14
Funds would be better allocated to enhancing services such as policing, education, Health, Social Services, Fire Services etc.	13
Should be put on hold until the full effects of the post covid pandemic are clear with regards to traffic flows and/or housing location need.	12
Scheme impacts upon Lacock which has historical significance	12

What concerns do you have about the scheme?	Number
Existing infrastructure and existing route work well.	11
Funds would be better invested in the town to develop local attractions, businesses, housing, schools, healthcare and local community infrastructure	11
Route too close to Melksham Oak Community School	9
Too much house building / development already in and around Melksham	9
Insufficient consultation and/or investigation into alternative route options	8
Would be better to improve walking / cycling / active travel aspects	8
Scheme not required - traffic conditions are OK with the current infrastructure	8
Scheme surrounds Bowerhill with main roads	8
Impacts and costs associated with potential requirement for National Trust land which is designated as inalienable.	8
Route crosses floodplains	8
Would be better to upgrade A36 / other strategic routes	7
Traffic will bypass Melksham - potential impacts on local town centre businesses through loss of passing trade	7
Suggestion for greater promotion, funding and use of public transport provision (e.g. electric car infrastructure, electric buses, rail enhancements etc.)	7
Visual impacts of the road / route	7
Bowerhill residents chose to live in an area with ready access to the countryside.	7
Not right for only one option to be considered and other routes discarded so early in the scheme development process.	7
Scheme will have an adverse effect on property values / will compensation be available.	7
Melksham already has a bypass	6
Scheme will have impacts at Lower Woodrow on existing premises / community	6
Query rationale for location of Woodrow Road / Lower Woodrow crossing arrangements and location	6
Southern junction roundabout at Lacock will encourage vehicle movements via The Wharf in Lacock	6
Walking and cycling improvements (complementary measures) should be delivered as part of the scheme	6
Suggestion to re-align Lower Woodrow Crossing to minimise land & business impact	6
Bypass will cause more harm than good	5
It will take too long to complete	5
Westbury bypass should be priority	5
Scheme will not solve traffic problems, but move them elsewhere	5
Route impacts on natural drainage and will have runoff which will add to flooding concerns	5
Build noise bunds as opposed to fences - adds to habitat creation and screening	5
Would be better to improve Public transport	4
Farmers Roundabout works very well and has solved the previous traffic issues.	4
Why Melksham when there are bigger issues elsewhere (e.g. Westbury, Devizes)	4

What concerns do you have about the scheme?	Number
No evidence that the scheme will reduce rat-running in Lacock / scheme will increase traffic in Lacock	4
Concerns regarding future HGV routeing arrangements	4
Money would be better spent maintaining existing roads	4
Concerns regarding the severance of public footpaths / bridleways	4
Water quality concerns due to road drainage / run-off	4
Protect and value Wiltshire's wildlife and environment - don't destroy it.	4
Retain existing farmland for food production	4
Support for the scheme	4
Query access / junction arrangements at Woodrow Road	4
Money would be better spent addressing climate issues	3
Scheme has impacts with regards to physical and/or mental well being	3
Scheme should enhance and make more use of existing roads / route & infrastructure	3
Impacts on Hedgerows	3
Use of cuttings and earth embankments to attenuate noise	3
Develop diverse woodland planting as part of the scheme to increase biodiversity and attenuate noise	3
Should be supporting local farmers and rural businesses	3
Sympathy with Beanacre residents	3
Should be looking to leave a legacy for future generations without road building	3
Affected landowners have not been sufficiently consulted - further engagement needed	2
Proposals do not meet the objectives or needs of local people.	2
little / no local support for the scheme.	2
Pedestrian surveys were undertaken during winter and during lockdown - not representative	2
10C is most expensive and a waste of funds? 10C is most damaging.	2
Route needs to be moved away from Redstocks	2
Full cycle link along bypass route should be considered	2
Scheme development has not included sufficient consideration of environmental matters / improvements	2
Noise mitigation / screening will be required.	2
Wiltshire is a rural county. Should be embracing not destroying that advantage.	2
Early planting of woodland areas required to allow for establishment ahead of any scheme implementation.	2
Proposals have not identified all affected landowners / land plots	2
Agree that Melksham needs a bypass and/or that existing A350 traffic levels are a problem	2
Beanacre residents would have been aware of the existing A350 when they moved there	2
Consultation seems to be a done deal with local residents' views discounted.	2

What concerns do you have about the scheme?	Number
Bowerhill at risk of merging with Melksham and losing its identity	2
Scheme will impact local community activities - children play areas / exploring / scouts	2
Scheme will have impacts on social identity of Melksham and surrounding villages	2
Speed limit queries	2
Potential funding opportunities should not be the reason for making choices regarding schemes	1
Concerns regarding ability of Wiltshire Council to provide local contribution funds for the project	1
Overall transport strategy should be in place rather than piecemeal improvements to road network.	1
Scheme does not address bottlenecks elsewhere on the A350 route (e.g. Yarnbrook, Shaftsbury & Dorset)	1
Argument for, and the and reasons for the scheme, have not been convincingly made	1
Contradicts any aim of discouraging "out commuting"	1
Any traffic improvements through the scheme will be temporary as traffic increases.	1
Traffic speeds will be in excess of 60mph.	1
Road Should be dualled to futureproof	1
Proposed route should be accepted	1
Creates potential for housing development	1
Safety concerns regarding route crossing of public rights of way	1
Western routes should be reconsidered	1
Concerns that the southern part may not be completed and therefore add a lot more traffic to Eastern Way	1
Concern of bypass through Hack Farm	1
"Pylon Route" would be preferable - less impact at northern end of scheme	1
Suggestion to relocate Aldi & McDonalds to reduce traffic problems	1
Would prefer there to only be 2 junctions and ideally two-tier junctions on the A3102 and A365	1
Cattle and Machinery Crossings need to be considered and well designed	1
Footbridges may not be fully accessible	1
Bridge designs need to ensure they are accessible for all users (peds, cyclists, equestrians, pushchairs, those with disabilities, those using the canal for leisure)	1
Additional public rights of way crossings needed to south of Bowerhill	1
Wildlife crossing bridges should be considered	1
Countryside and access to countryside is a valued asset	1
Potential impacts on archaeology	1
Concerns regarding flooding impacts / calculations	1
Reduce road speeds to 40/50mph	1
Junctions onto A350 in Steeple Ashton parish will have to be improved to remain safe with the higher volume of traffic.	1

What concerns do you have about the scheme?	Number
Loss of agricultural land and countryside	1
Equestrian use of bridges needs to be carefully considered. Wide bridges required	1
Query regarding street lighting arrangements	1

Do you have any other comments about the scheme?

Do you have any other comments about the scheme?	Number
Scheme not wanted	68
General loss of local natural resource, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	68
Support for the scheme	58
Bad use of public money - Scheme unaffordable	38
Scheme facilitates house building and would potentially bring forward increased development	32
Scheme is contrary to developing policy ref net zero approach / not aligned with climate change concerns.	23
Agree that Melksham needs a bypass and/or that existing A350 traffic levels are a problem	20
No cost benefit to residents	19
Insufficient consultation and/or investigation into alternative route options	17
Adds to car dependency / use	17
Increased air pollution associated with traffic	17
Journey time savings are not sufficient to justify the scheme.	15
Progressing with the scheme is contrary to the option and wishes of the local population	15
Increased noise pollution associated with traffic	14
Not right for only one option to be considered and other routes discarded so early in the scheme development process.	13
New roads attract more traffic	12
Traffic patterns have, and may continue to, change as a result of the COVID pandemic with increased flexible / home working.	12
Traffic will bypass Melksham - potential impacts on local town centre businesses through loss of passing trade	12
Scheme should avoid use of greenfield land	12
Suggestion for greater promotion, funding and use of public transport provision (e.g., electric car infrastructure, electric buses, rail enhancements etc.)	12
Funds would be better invested in the town to develop local attractions, businesses, housing, schools, healthcare and local community infrastructure	11
Scheme cuts Bowerhill from the canal / green space / Giles Wood - impacts for walkers, runners, dog walkers, cyclists, canal users, equestrians	11
Bypass will cause more harm than good	10
Would be better to improve walking / cycling / active travel aspects	10

Do you have any other comments about the scheme?	Number
Existing infrastructure and existing route work well.	10
Funds would be better allocated to enhancing services such as policing, education, Health, Social Services, Fire Services etc.	10
Countryside and access to countryside is a valued asset	10
Access to countryside provides physical and mental wellbeing for many which would be lost	10
Concerns regarding impacts on wildlife (protected / endangered)	9
Would be better to improve Public transport	8
Scheme not required / Bypass not needed	8
Scheme does not address bottlenecks elsewhere on the A350 route (e.g. Yarnbrook, Shaftsbury & Dorset)	8
Increased light pollution	8
Should be put on hold until the full effects of the post covid pandemic are clear with regards to traffic flows and/or housing location need.	7
Money would be better spent maintaining existing roads	7
Scheme development has not included sufficient consideration of environmental matters / improvements	7
Develop diverse woodland planting as part of the scheme to increase biodiversity and attenuate noise	7
Proposed route should be accepted	6
Route too close to Bowerhill	6
Walking and cycling improvements (complementary measures) should be delivered as part of the scheme	6
Noise mitigation / screening will be required.	6
Protect and value Wiltshire's wildlife and environment - don't destroy it.	6
Why Melksham when there are bigger issues elsewhere (e.g., Westbury, Devizes)	5
Creates potential for housing development	5
Early planting of woodland areas required to allow for establishment ahead of any scheme implementation.	5
Loss of agricultural land and countryside	5
Consultation seems to be a done deal with local residents' views discounted.	5
Would be better to upgrade A36 / other strategic routes	4
little / no local support for the scheme.	4
Pedestrian surveys were undertaken during winter and during lockdown - not representative	4
Scheme impacts upon Lacock which has historical significance	4
Route too close to Lacock village - important tourist destination / location used as a film set	4
Sympathy with Beanacre residents	4
Beanacre residents would have been aware of the existing A350 when they moved there	4
Overall transport strategy should be in place rather than piecemeal improvements to road network.	3

Do you have any other comments about the scheme?	Number
Farmers Roundabout works very well and has solved the previous traffic issues.	3
Scheme not required - traffic conditions are OK with the current infrastructure	3
Scheme will not solve traffic problems, but move them elsewhere	3
Route too close to K&A canal and/or Giles Wood and/or BRAG picnic area	3
Suggestion to relocate Aldi & McDonalds to reduce traffic problems	3
Bypass reduces air pollution for those homes along the existing road	3
Biodiversity surveys required	3
Proposed bypass will reduce people overtaking and improve safety	3
Bowerhill residents chose to live in an area with ready access to the countryside.	3
Too much house building / development already in and around Melksham	3
Disproportional impact on wider population to alleviate the impact on fewer residents elsewhere.	3
Scheme will impinge on ability to leave a legacy for future generations	3
There needs to be a independent enquiry	3
Affected landowners have not been sufficiently consulted - further engagement needed	2
Melksham already has a bypass	2
Proposals do not meet the objectives or needs of local people.	2
Money would be better spent addressing climate issues	2
Westbury bypass should be priority	2
Traffic speeds will be in excess of 60mph.	2
Traffic flows on the A350 haven't changed for many years - road is not needed.	2
Scheme will bring high speed traffic in close proximity to residential areas	2
vital for there to be a roundabout for the Lacock junction	2
Scheme reduces opportunity for community activities to the south of Bowerhill	2
Scheme surrounds Bowerhill with main roads	2
Scheme will have impacts at Lower Woodrow on existing premises / community	2
10C is most expensive and a waste of funds? 10C is most damaging.	2
Safety concerns regarding route crossing public rights of way	2
Concern that alternatives routes have not been considered fully	2
Western routes should be reconsidered	2
Impacts and costs associated with potential requirement for National Trust land which is designated as inalienable.	2
Query route consultation process. 10C was always the preferred solution.	2
Scheme should enhance and make more use of existing roads / route & infrastructure	2
Suggested alternative to move the route closer to Melksham.	2
If this bypass has to go around Bowerhill then please take it over the canal to meet the A350 at the roundabout near the crematorium	2

Do you have any other comments about the scheme?	Number
Bypass reduces noise issues for those homes along the existing road	2
Route crosses floodplains	2
Route impacts on natural drainage and will have runoff which will add to flooding concerns	2
Insufficient consideration given to landscaping / planting to reduce impacts	2
Build noise bunds as opposed to fences - adds to habitat creation and screening	2
Scheme will have impacts on local farmers and farming businesses, potentially rendering businesses unviable	2
Scheme will have impacts on social identity of Melksham and surrounding villages	2
Concerns regarding ability of Wiltshire Council to provide local contribution funds for the project	1
Understand the need for new housing and infrastructure / amenities	1
A350 not a viable long-distance route - better alternatives exist	1
Bypass will not be used - traffic will continue to use existing route.	1
Bypass should be tunnelled under Bowerhill	1
No evidence that the scheme will reduce rat-running in Lacock / scheme will increase traffic in Lacock	1
Should be planning for a future with less road traffic (more people working at home)	1
Less traffic on existing A350 will allow cycle way improvements	1
Scheme has impacts with regards to physical and/or mental well being	1
Query rationale for location of Woodrow Road / Lower Woodrow crossing arrangements and location	1
Route close to Redstocks	1
Consideration needed to the loss from tourism when proposing routes which would destroy all the reasons people come to Wiltshire	1
Suggestion that funds would be better spent improving cycleways	1
"Pylon Route" would be preferable - less impact at northern end of scheme	1
Suggestion to re-align Lower Woodrow Crossing to minimise land & business impact	1
Route should pass to the south of Kennet & Avon Canal closer to Seend (option 10D)	1
The labelling for the Northern junctions with the A350 is reversed. The northern most for route 2c is 'A', the southern most for route 2a is 'C'. This can cause confusion.	1
Consideration should for the Option A Lacock roundabout to close the Northern exit	1
Further restrictions required on the Melksham feeder roads (e.g., A365) which it is intended to relieve.	1
Improvement link road needed from Northern end to Shaw	1
Concerns regarding the severance of public footpaths / bridleways	1
Footbridges may not be fully accessible	1

Do you have any other comments about the scheme?	Number
Bridge designs need to ensure they are accessible for all users (peds, cyclists, equestrians, pushchairs, those with disabilities, those using the canal for leisure)	1
Full cycle link along bypass route should be considered	1
Wildlife crossing bridges should be considered	1
Reduction in biodiversity as a result of scheme	1
Visual impacts of the road / route	1
Water quality concerns due to road drainage / run-off	1
Potential impacts on archaeology	1
Concerns regarding flooding impacts / calculations	1
Query if wildflower planting areas will be included	1
Wiltshire is a rural county. Should be embracing not destroying that advantage.	1
Scheme helps promote Wiltshire Council owned land for housing development	1
Should be supporting local farmers and rural businesses	1
Advanced warning signs of helicopter use along both stretches of the A350 around the Wiltshire Air Ambulance base	1
Consideration to street lighting brightness and height around an airfield	1
Current consultation demonstrates this is not a "done deal"	1
Support if the whole bypass is constructed	1
Bowerhill at risk of merging with Melksham and losing its identity	1
Progressing with the scheme reduces confidence and trust in the Council	1
Mitigation measures do not work or will not be sufficient	1
Can't believe this proposal is being considered.	1
Scheme will have an adverse effect on property values / will compensation be available.	1
Councillors' views / judgment regarding this scheme is clouded.	1
The walk from Bowerhill into Town is easy and no problem	1
More facilities and services such as doctors, schools, cinema, leisure etc needed	1
Should be looking to leave a legacy for future generations without road building	1
Request for Meeting with Parish Council	1
Ensure bus routes are properly considered - vital service for a lot of people	1

Appendix 4 - Written and email responses to the consultation

There were 480 emails and letters received in response to the consultation, with 5,970 comments. It should be noted that in some cases the written submissions may duplicate questionnaire responses.

Similar comments have been grouped together for clarity.

Written and email responses to the consultation	Number
Loss of local natural amenity, scenic areas, habitat, countryside, and general concerns regarding environmental impacts	296
Concern regarding increased noise pollution associated with traffic	263
Concern regarding increased air pollution associated with traffic	256
Concerns regarding impacts on wildlife (including protected / endangered)	217
Scheme reduces the connectivity of Melksham / Bowerhill to the canal / green space / Giles Wood - has impacts for walkers, runners, dog walkers, cyclists, canal dwellers and users, equestrians, and general leisure use	196
Scheme not compatible with developing policy ref net zero carbon approach / concerns regarding scheme carbon footprint / not aligned with climate change concerns / not aligned with local/national climate change related commitments	157
Access to countryside provides physical and mental wellbeing for many which would be lost or affected and/or Scheme has impacts with regards to physical and/or mental health and wellbeing and/or scheme has impacts with regards to quality of life.	136
Traffic patterns have, and may continue to, change as a result of the COVID pandemic with increased flexible / home working and/or increased online shopping.	122
Scheme creates potential for infill house building / would potentially bring forward increased development	120
Bad use of public money / Scheme unaffordable / Benefits do not outweigh costs.	113
Loss of agricultural land and countryside	109
Journey time savings are not sufficient to justify the scheme.	100
Question the need for the scheme / Scheme not required / Bypass not needed	98
Concerns there has been insufficient consultation and/or investigation into alternative route options	87
Scheme will have impacts on local farmers and farming businesses, potentially rendering businesses unviable / impact on local food chain	87
Residents chose to live in a quiet, peaceful, safe area with ready access to the countryside.	79
Traffic projections based on pre-pandemic traffic flows, and/or prior to completion of Farmers Roundabout improvements	77
Reduction in biodiversity / impacts on flora & fauna / ecosystems as a result of scheme	75
Route too close to and has impact upon the K&A canal and/or Giles Wood and/or BRAG picnic area	69
Route crosses floodplains / impacts on floodplains	67
Route too close to / impacts too high at Bowerhill	63
Concerns regarding scheme costs / cost escalation / delivery risks	58
More facilities and services such as doctors, dentists, schools, cinema, leisure etc needed	58

Written and email responses to the consultation	Number
Safety concerns regarding route design and/or interactions between busy road / high speed traffic and vulnerable users	57
Concerns regarding visual impacts of the road / route / infrastructure	56
Concerns regarding impact on landscape	50
Too much house building / development already in and around Melksham	50
Existing infrastructure and existing route work well / traffic conditions are generally OK with current infrastructure	49
Disproportional impact on wider population to alleviate existing impacts on fewer residents elsewhere.	49
General concerns regarding the severance of, and /or impacts upon, PRowS	47
Scheme encourages car use / adds to car dependency	46
Concerns regarding increased light pollution	45
Scheme should enhance and make more use of existing roads / route & infrastructure	44
"Predict and provide" approach does not work / Any traffic improvements delivered by the scheme will be temporary / Induced traffic will come forward	43
Scheme would have lasting negative implications for children / future generations	43
Query route consultation process. 10C was always the preferred solution - query why shortlist of just one route. Not right for only one options to be considered and other routes discarded so early in the scheme development process.	42
Scheme does not address bottlenecks elsewhere on the A350 route / will pass the issue further down the road (e.g. Westbury, Yarnbrook, Shaftsbury & Dorset)	41
Residents along the existing road would have been aware of the existing A350 traffic when they moved there	40
Progressing with the scheme is contrary to the option and wishes of the local population / There is little or no local support for the scheme.	37
Concern regarding impact upon woodlands and / or ancient trees	37
Route too close to Lacock village / Impacts upon Lacock which has historical significance / is an important tourist destination	36
Develop diverse woodland planting as part of the scheme to increase biodiversity and attenuate noise and or provide visual screening	36
Would be better to improve Public transport and/or reduce fare costs	35
Traffic will bypass Melksham - potential impacts on local and town centre businesses through loss of passing trade	35
Should be looking to reduce traffic / dependency on the car	35
Would be better to improve walking / cycling routes and active travel aspects	35
Farmers Roundabout works have provided improvements and have helped resolve the previous traffic issues.	34
Why Melksham when there are bigger issues elsewhere (e.g. Westbury, Devizes) which should have priority for investment	34
Concerns regarding impact on hedgerows	33
Affected landowners have not been sufficiently consulted - further engagement needed	31
Concerns that scheme will bring high speed traffic in close proximity to residential areas	31
Route too close to Melksham Oak Community School / concerns regarding impact upon school and students	30
Countryside and access to countryside is a valued asset / amenity.	30

Written and email responses to the consultation	Number
Scheme development has not included sufficient consideration of environmental matters / impacts / improvements / mitigation; EIA not yet carried out	29
Not convinced that the bypass scheme and housing growth are not linked.	28
Pedestrian surveys were undertaken during winter and during lockdown - not representative	28
Scheme will have an adverse effect on property values / will compensation be available.	27
A350 is not a viable long distance route - better alternatives exist (e.g. M4/A34/M27 or M4/A46/A36) / A350 is not National Highway's (Highway England's) preferred route linking the south coast with M4	26
Suggestion for greater promotion, funding and use of public transport provision and/or electric vehicle infrastructure (e.g. charging infrastructure, electric buses, rail enhancements, measures to reduce single occupancy vehicle use etc.)	25
Funds would be better invested in the town to develop / improve local attractions, shops, businesses, housing, schools, healthcare and local community infrastructure	24
No evidence that the scheme will reduce rat-running in Lacock / concerns scheme will increase traffic in Lacock	23
Consultation seems to be a done deal with local resident's views discounted.	23
Request for extension to 2nd consultation period / concerns regarding adequate public consultation period / methods	23
Argument for, and the reasons for the scheme, have not been convincingly made	22
Proposals do not meet the objectives or needs of local people / scheme provides no benefits to local residents	22
Melksham already has a bypass	20
Scheme reduces opportunity for community activities to the south of Bowerhill	20
Scheme surrounds Bowerhill with main roads / Severance issue is being relocated to Bowerhill	20
Additional PRow crossings needed to south of Bowerhill	20
Concerns regarding flooding impacts / calculations	20
Concern regarding construction phase impacts - noise, vibration, dust, access, delays, diversions, congestion etc.	19
Noise mitigation / screening will be required.	19
Shorter route should be considered to deal with Beanacre issues	18
Limited PRow crossings south of Bowerhill will focus activity leading to conflict / safety concerns, and/or may lead to traffic parking issues	18
Bridge / underpass designs need to ensure they are accessible for all users (peds, cyclists, equestrians, pushchairs, those with disabilities, those using the canal for leisure)	18
Route impacts on natural drainage. Potential for carriageway runoff to add to flooding and/or water quality concerns	18
Scheme will impact local community activities - children play areas / exploring / Guides / Scouts / school trips etc. Impacts with regards to community youth services and development of skills for life	18
Scheme will have impacts at Lower Woodrow on existing premises / community	17
Route too close to, and impacts at, Redstocks	17
Traffic flows on the A350 haven't changed for many years - scheme is not needed.	16
Understand that Melksham traffic / Beanacre can be an issue.	15
General support for the scheme - no issues raised	15

Written and email responses to the consultation	Number
Scheme not wanted	15
Suggestion that existing A350 issues stem from decisions to permit developments (e.g. Asda / Aldi / McDonalds) adjacent to existing A350	15
Footbridges / underpasses may not be fully accessible	15
Protect and value Wiltshire's wildlife and environment - don't destroy it.	15
Proposals negate the disruption and expense of Semington Bypass and Farmers Roundabout works	14
Southern junction roundabout at Lacock will encourage vehicle movements via The Wharf in Lacock	14
Reduce road speeds to 40/50mph / speed limits should be in line with other roads in the area close to residential areas (e.g. existing A350 / A365)	14
Progressing with the scheme reduces confidence and trust in the Council	14
Traffic speeds will be in excess of 60mph.	13
"Pylon Route", with an A350 tie in close to Halfway Farm, would be preferable - less impact at northern end of scheme	13
Every PROW should be retained and/or not diverted	13
Un-ploughed fields / pasture / trees / hedgerows are currently assisting with regards to carbon concerns	13
Use of cuttings and earth bunds to attenuate noise / visual impacts	13
Sympathy with Beanacre residents / agree Beanacre requires a relief road	13
Scheme moves problems from Beanacre to Bowerhill	13
Should be put on hold until the full affects of the post covid pandemic are clear with regards to traffic flows and/or housing location need.	12
Scheme will not solve traffic problems, but move them elsewhere	12
Impacts and costs associated with potential requirement for National Trust land which is designated as inalienable.	12
Desire lines need to be considered	12
Wildlife crossing bridges (green bridges) should be included to help provide continuity of the countryside across the route	12
Environmentalists / residents will campaign against and/or potential for legally challenge to the proposed scheme.	12
Agricultural impact assessments not undertaken	12
No amount of mitigation will be sufficient when considering the the value of the existing countryside, and access to it.	11
Visual screening will be needed	11
Suggestion for route to be in tunnel / cutting to provide visual and/or noise screening.	11
Can't believe this proposal is being considered.	11
Perception that the scheme is being driven by greed and/or for personal benefits or advancement.	11
Understand there is congestion issue along the A350 which is getting worse due to Bath Clean air zone / Cleveland Bridge closure	10
The Bypass scheme will not be used - traffic will continue to use existing route.	10
Trade via Poole is not significant / impacted due to Brexit	10
Any issues with the Lacock junction, or traffic at Lacock, should be considered separately from the bypass proposal / scheme development	10
Need to consider implications for traffic flow changes on other parts of the highway network and mitigations for these.	10

Written and email responses to the consultation	Number
Option 2A should be rejected	10
Money would be better spent maintaining existing roads / infrastructure	10
Suggestion to realign the route away from Redstocks to remove the eastern "bulge". Suggestion this would be a more efficient alignment with less impact	10
Wiltshire Council should be responding to the climate emergency.	10
Should be supporting local farmers and rural businesses	10
Scheme contributes to the development of the A350 corridor, and will help facilitate large scale housing development along the corridor.	9
10C is most expensive and a waste of funds / 10C is most damaging.	9
Route should pass to the south of Kennet & Avon Canal closer to Seend (option 10D)	9
High speed nature of road will not allow for safe at-grade crossing facilities to allow every PRow and desire line to be accommodated. Safety risks.	9
Wiltshire is a rural county. Should be embracing not destroying that advantage.	9
Retain existing farm land for food production	9
Video fly-through is not representative of the impact that the scheme would have.	9
Mitigation measure do not work or will not be sufficient	9
Concerns regarding ability of Wiltshire Council to provide local contribution funds for the project	8
Concerns regarding the potential for future dualling to come forward	8
Suggested alternative to move the route closer to Melksham.	8
Suggestion to relocate Aldi / McDonalds / Asda to reduce traffic problems	8
Build noise bunds as opposed to fences - adds to habitat creation and screening	8
Query rationale for location of Woodrow Road / Lower Woodrow crossing arrangements and location	7
Suggest an A46 / A4 to A36 link to the east of Bath would be quicker, cheaper and have less impact	7
Scheme provides longer route / longer route will result in increased fuel use / emissions	7
Walking and cycling improvements (complementary measures) should be delivered as part of the scheme	7
re-routing PRowS needs careful consideration	7
Scheme not compatible with Green / Blue infrastructure Strategy approach	7
Agree that Melksham needs a bypass and/or that existing A350 traffic levels are a problem	7
Scheme will have impacts on social identity of Melksham and surrounding villages	7
No intention of closing / downgrading the existing A350	7
Funds should be returned to allow for better use - NHS funding / debt associated with COVID / pandemic recovery	6
Understand the rationale for the scheme	6
Existing pollution / noise concerns will reduce through the move to electric vehicles	6
Suggest that junction should be included between bypass route and Woodrow Road / Forest Road	6
Parallel walking and cycling route should be provided along the whole length of the route.	6
Bypass reduces air pollution for those homes along the existing road	6

Written and email responses to the consultation	Number
Too much consideration of impact to wildlife and/or heritage and/or the needs of special interest groups - more concern required for human / residents impacts.	6
General concerns regarding potential heritage impacts	6
Concerns that any CPO would not provide full compensation for loss of land / property	6
This in not a "done deal"	6
Risk of loss of rural identity	6
Query regarding farm access details	6
Query access / junction arrangements at Woodrow Road	6
Scheme will encourage people to move away from the area	6
Information provided as part of consultation is not clear	5
Integrated transport policy / solution / approach required	5
Carbon emissions offset will be required / measures to be taken should be made available.	5
Scheme should be put on hold due to the climate emergency and changing priorities	5
Independent experts on environment / transportation need to be consulted / Traffic data needs to be verified independently	5
Suggestion that traffic signal timings / coordination along the existing A350 could be improved	5
Concerns regarding progressive loss of access to country walking opportunities	5
Southern tie-in route alternatives should be considered as with northern tie-in	5
Suggestion to re-align Lower Woodrow Crossing to minimise land & business impact	5
Concerns regarding vibrations from new road	5
Concerns regarding impacts at the old ford river crossing and the old Victorian iron bridge (west of Redstocks)	5
Land should be secured to allow for re-wilding areas / returned to nature / community uses	5
Scheme helps promote Wiltshire Council owned land for housing development	5
Potential impacts on affected residents / landowners by possible CPO process and associated costs.	5
Concern for safety of pets	5
This is the longest, most expensive / most disruptive route	4
Scheme will improve lives and make it easier and safer to walk and cycle around the area	4
Would be better to upgrade A36 / other strategic routes	4
Bypass will encourage commuting activities e.g. to Bath, Bristol, Swindon, Reading, London	4
Query accident rates / No evidence that accident rates for A350 are higher than other areas.	4
Bath should sort out their own traffic issues - not pass them across to Wiltshire / Wiltshire Council should be protecting Wiltshire roads against increased flows stemming from Bath situation.	4
If necessary, will lobby / campaign for maximum mitigation measures	4
Agree with potential for improvements at the A350 junction at Lacock	4
Suggestion that traffic conditions could be addressed through improvements to Asda junction	4

Written and email responses to the consultation	Number
Suggestion to introduce southern "bulge" to alignment to move route further away from Bowerhill whilst still minimising impacts on K&A canal side, Giles Wood and BRAG picnic area	4
Approach of including parallel walking / cycling routes seen as positive	4
If PRoW changes are needed then bridges / underpasses should be provided where they cross the new route.	4
Walking / cycling enhancements could be provided now and / or without the need for a bypass	4
Any underpasses should be "green" in design to blend in with the countryside with adequate lighting and CCTV	4
Insufficient consideration given to landscaping / planting to reduce impacts	4
Mitigation proposal that areas to the south and east of Bowerhill should become wooded / forested areas	4
Proposals have not identified all affected landowners / land plots	4
Scheme see as not inclusive	4
Housing development areas should be indicated on the scheme plans	4
Potential funding opportunities should not be the reason for making choices regarding schemes	3
Concerns regarding Wiltshire Council ability to procure and manage project within budget	3
Westbury bypass was rejected as benefits did not outweigh the costs to the environment. Suggest a similar situation and outcome at Melksham	3
Understand the need for new housing and infrastructure / amenities	3
Traffic is increasing - scheme is required	3
A350 HGV traffic flow levels associated with Cleveland Bridge closure not understood / considered.	3
Money would be better spent addressing climate issues	3
Funds would be better allocated to enhancing services such as policing, education, Health, Social Services, Fire Services etc.	3
Should be planning for a future with less road traffic (more people working at home)	3
Request for further information regarding journey time saving assessments	3
Concerns regarding potential future traffic levels along A365	3
Route too close, and impacts at, Seend / Seend Cleeve	3
Further justification required regarding the need for the eastern bulge	3
Option 2A seen as preferred relative to 2B and 2C	3
Suggestion for a footbridge across the existing A350 at Asda to enhance connectivity with retail area and railway station.	3
Existing PRoWs include for memorial bench facilities which will need to be considered	3
Concerns regarding potential for increased anti-social behaviour	3
Provide footpath along A3102 to connect Sandridge Common and Prater's Lane (Lopes Close area)	3
Parking facilities required at northern end of Prater's Lane to replace existing arrangements	3
Need for permanent all-weather surfaces for PRoWs connections between Bowerhill and BRAG picnic area / canal.	3
Current PRoW / Bridleways network should be extended with easy to find and use routes	3

Written and email responses to the consultation	Number
Water quality concerns due to road drainage / run-off	3
Biodiversity surveys required	3
Potential impacts on archaeology	3
Concerns regarding the need for Ground Investigation and/or other technical surveys to inform the design development	3
Suggestion for use of quiet road surfaces	3
Local Farms and Agriculture provide an important role in the community e.g. school visits, and contribution to local economy. This would be impacted by the scheme.	3
Increased need post Brexit for locally supplied food	3
Video fly-through is helpful	3
Equestrian use of bridges needs to be carefully considered. Wide bridges required	3
Circular routes work for equestrians - issues with retracing steps; circular PRoW route work well	3
Only people who will benefit from the scheme are those promoting it to satisfy their own agendas	3
More leisure facilities for Children needed	3
Bowerhill is a really nice place to live - the scheme will destroy this	3
Insufficient consultation regarding housing growth figures for the area.	2
Public Inquiry will be required / Hope that scheme will be subject to Public Inquiry before coming forward	2
Question results of 1st stage non-statutory consultation and support levels for A350 improvement scheme	2
Agree with building new roads to help the flow of traffic	2
Emerging option appears to be the best option	2
Safety concerns in Beanacre due to lack of crossing points / vehicle speeds and impacts	2
Scheme will benefit wider population - not just Beanacre residents	2
Need for the scheme is well established. A350 is vital to the local economy.	2
Only recent traffic buildups have been due to the Vaccination Centre use at Spencers Club	2
5 transport aims do not outweigh the negative impacts	2
Scheme contradicts any aim of discouraging "out commuting" / thoughts that Melksham will become a dormitory town	2
Scheme is not specifically identified within and/or aligned with the existing Wiltshire Core Strategy	2
Residents groups should be provided the opportunity to carry out their own surveys	2
Less traffic on existing A350 will allow cycle way improvements	2
Less traffic on existing A350 will allow footpath improvements	2
Proposed route should be accepted	2
Scheme may lead to traffic reductions in the town centre / potential to enhance the retail centre and encourage walking/cycling	2
Route too close, and impacts at Chittoe	2
Restrictions on A3102 and diversion via Western Way could improve town centre traffic without the need for a bypass	2
Northern Tie in options 2B and 2C should be preferred to 2A	2
Concerns regarding impact to Roman Road to south of Lacock	2
Overtaking opportunities need to be considered to inform route alignment	2

Written and email responses to the consultation	Number
Route via Spa Roundabout and Snowberry Lane should be considered - options for dualling of sections of A361	2
Relocation of existing impacted residents / purchase of property to allow for widening of existing route would be a better solution	2
Suggestion for speed limit reductions and/or surface enhancements along A365 / A3012	2
Bypass should have a wider route.	2
Route should seek to utilise Wiltshire Council owned land if possible	2
Suggestion that National Trust car park traffic could be routed to the Melksham Road / A350 junction via a new route through National Trust land	2
Suggestion that the existing Melksham Road / A350 junction could be improved through A350 traffic speed reductions	2
General support for complimentary walking and cycling measures	2
Query accuracy of some PRowS shown on scheme plans	2
Access to bridleway from Lopes Close area requested	2
Underpasses need to be aesthetically pleasing	2
Walking / cycling link between Melksham Town Centre and Railway Station already exists.	2
Want to see demand management measures (road pricing; employers insisting that employees use public transport; financial incentives against 2+ car households; new car free development)	2
Bypass reduces noise issues for those homes along the existing road	2
Concerns regarding impact to conservation area	2
The move towards electric vehicles will not resolve matters	2
Early planting of woodland areas required to allow for establishment ahead of any scheme implementation.	2
Scheme needs to align with national decarbonisation plans	2
Future roadbuilding needs to be re-assessed	2
Increasing desire to shop local / use local producers - loss of local farmland would impact this	2
Scheme moves problems from Beanacre to Lacock	2
Query who has been lobbying for this project	2
Wiltshire Council should resist housing growth, and / or where housing development is needed options for eco developments should be explored.	2
Any vote on the proposals should include reference to potential housing development	2
Should be looking to leave a legacy for future generations without road building	2
When is the Statutory consultation due to take place	2
Request for more information regarding potential archaeology interests.	2
Enquiry regarding consultation webinar access & availability	2
Suggestion for Councillors / decision makers to visit the area to better understand potential impacts.	2
Funds should be used to develop the Christie Miller site	2
Wiltshire Council should resign to make way for others interested in improving the lives of residents	2
Mitigation needs to include for the preservation and enhancement of the character of the BRAG Picnic, Giles Wood and the K&A canal area.	2

Written and email responses to the consultation	Number
Scheme has been prioritised by the Western Gateway Sub-national Transport Board. Who is this Board accountable to?	1
Query whether appropriate stakeholders have been consulted	1
Suggest cost estimates are low and question the practicality / deliverability of the scheme	1
Scheme not aligned with Joint Melksham Neighbourhood Plan	1
A350 Chippenham to Westbury is a bottleneck	1
Existing journey time reliability is an issue	1
Existing A350 suffers from congestion leading to safety concerns and pollution with stationary vehicles	1
Scheme provides greatest relief to A350, and is less constrained by other options	1
Understand that the scheme could significantly reduce through traffic within Lacock with benefits for residents, visitors and the historic environment	1
Scheme will have benefits to the New Road / Forest area of Melksham including traffic reduction	1
More should be done to promote car sharing - traffic levels would reduce	1
An overall transport strategy should be in place rather than bringing forward piecemeal improvements to the road network.	1
Insufficient evidence to justify the upgrade of the A350 to trunk road standard / status.	1
Bypass scheme does not benefit those who cannot afford to own a car	1
Local traffic issues should be considered rather than focussing on the strategic nature of the A350 route	1
Suggest that the economic argument for road building is weak	1
Suggestion for new house building to focus on disused air field locations with close access to M4 (e.g. Hulavington, Lyneham, Colerne, Kemble)	1
Traffic patterns may change as vehicle and transport technology develops (e.g. more autonomous vehicles on demand)	1
No major local trip generators exist in the area (cinema complex /shopping centre / leisure centres etc.) to cause traffic congestion	1
National transport survey (2017) figures indicate car use is going down	1
Further information required regarding any changes to traffic flows in the area following lockdown periods	1
Route has good features, skirts around property, and access roads and bridges have been well thought out.	1
Suggested junction at Lacock (Option 2A) has several advantages: avoids need for additional junction; resolves difficulties at existing junction; provides opportunity for single bridge to serve multipl purposes.	1
Option 2A avoids / mitigates issues such as proximity of the river, impacts to existing residential property, and having to contend with overhead power line routes.	1
Agree with the approach for no junction at Lower Woodrow	1
Scheme helps resolve many of the longstanding traffic issues at Lacock including: resolution of existing Melksham Road junction concerns; enables access to National Trust car park without the need to pass through the village; provides safer environment for pedesrians in the village with less cars; roundabout will slow traffic on A350.	1
Welcome that 10D has been discounted	1
Can see the benefit of enhancing the Melksham Road junction with A350	1

Written and email responses to the consultation	Number
Agree with inclusion of junction with A3102 to allow for all movements	1
Support the need for measures to reduce traffic flows through Lacock	1
Why bypass a bypass?	1
Increased accident risk associated with new route.	1
Concerns regarding future HGV routeing arrangements at Bowerhill	1
Bowerhill residents already impacted by increased housebuilding, Air Ambulance operations, existing A350 traffic noise and traffic issues associated with the new Senior School.	1
Alignment too close to Lopes Close. Request to move further away	1
Finish the Bath bypass first before considering if there is a need for improvements at Melksham.	1
Scheme looks to remove both N-S and E-W traffic from Melksham - why?	1
Scheme requires funding for LLM scheme rather than MRN. Suggestion that this is opportunity to secure funding to address existing financial concerns.	1
Scheme should be considered to reduce North - South flows and improve East - West connectivity as a stand alone option.	1
Existing severance issue could be resolved by introducing bridge connections	1
The severance issue is not significant due to existing crossing facilities largely in close proximity to desire lines.	1
Scheme will reduce attractiveness of Lacock as a tourist destination and damage local trade as a result.	1
Concerns regarding suitable diversion routes (e.g. for RTC) for 10C if this came forward	1
Concern that emerging route does not support a holistic approach to future development in the area	1
Concern that route choice has been influenced by changes to potential housing development delivery at Chippenham	1
Scheme alignment too remote from existing built context of Melksham	1
Concerns regarding proximity of emerging route to Skype Park Heritage assets, the SSSI and Conservation areas of Lacock and Bowden Hill	1
Further information required to gauge relative merits of different northern tie-in positions	1
Concern regarding potential impacts regarding air ambulance flight paths	1
Suggest investment in improved traffic guidance systems around existing congestion areas	1
Suggested enhancements to existing network such as A365 - A350 connection via Foundary Close and restricted turning movements at Dunch Lane & Westlands Lane.	1
Scheme should include for delivery of dual carriageway	1
Scheme should not tie in with Eastern Way	1
Scheme needs to consider the needs of those using electric scooters	1
Right turn exit movements from southern junction at Lacock should be restricted, with vehicles being forced left and made to perform U turn at a roundabout at Halfway Farm	1
Query potential future plans for section of A350 between Lackham and Lacock junctions	1
10C route (particularly south of Bowerhill) needs to be safeguarded against further development	1

Written and email responses to the consultation	Number
Reducing traffic on existing A350 route may offer opportunities to provide new junctions / improved access to areas e.g. to the campus site	1
Suggestion for delivery hub to help reduce vehicle movements	1
Suggestion that in addition to improvement to the southern junction at Lacock, measures for enhancements at the northern junction at Lacock should also be considered as part of this scheme	1
Suggestion for traffic signals at the existing southern Lacock junction, and traffic calming features at Cantax Hill and Melksham Road to resolve existing Lacock traffic issues	1
Scheme not aligned with messages regarding priority for pedestrians, cyclists and horse riders coming through recent changes to Highway Code	1
Existing PRow have been / are being improved (e.g. new kissing gates) and these should be retained	1
Safety concerns for lone walkers in the vicinity of the proposed route	1
Use footbridge rather than underpass to avoid need for road embankment	1
Underpass preferred to bridge	1
Any "at-grade" crossings needed for PRow diversions should be close to roundabouts and traffic signal controlled.	1
Pedestrian barriers required to deter crossings where formal facilities are not provided	1
Improvements to the access and parking facilities required at the end of Bowerhill Lane	1
Provision should be made for additional bridleways	1
Market Place to Sainsburys within town centre should be pedestrianised with bus access only	1
Safety enhancements at Turnpike Garage required	1
Consider potential for creation of additional community sports facilities to the south west of Bowerhill.	1
Overbridges may pose jumping risks with regards to the safety of those with mental health issues	1
Bridges preferred to underpasses	1
Existing Roman Road should form part of PRow network	1
No desire for town centre to be pedestrianised or 20mph limit	1
Want to see the town centre pedestrianised	1
Better links to railway station will encourage people to leave cars at home	1
Speed restriction of 20mph, and HGV restrictions, required where PRow are diverted to at grade crossings. 20mph to be enforced through physical measures. Crossings to be traffic signal controlled.	1
Flood attenuation ponds offer potential for aquatic habitat creation	1
Scheme includes for vegetation planting areas	1
Environmental Impacts will be considered through full EIA and mitigation measures	1
Scheme has potential for associated environmental benefits	1
Welcome traffic reductions through Beanacre and along existing A350 route	1
Reduction in traffic on existing A350 route provides opportunity to extend / provide cycling and pedestrian improvements	1
Alternative alignments (2A) would have less impacts	1
Scheme impacts are contrary to "Nature for people, climate and wildlife" publication	1

Written and email responses to the consultation	Number
Area has moderate to high risk for land movement - geology impact concerns regarding road, and increased development in the area.	1
Concerns regarding potential for increased roadside rubbish / fly tipping	1
Query if animal crossing facilities (tunnels / bridges) would be included	1
Query if wildflower planting areas will be included	1
Queries regarding timing and process for undertaking EIA.	1
Area has moderate to high risk for land movement - geology impact concerns regarding road, and increased development in the area.	1
Suggestion for the creation of nature reserve to south of Bowerhill and also in other suitable areas with associated ped and cycle connectivity to the town centre	1
Imagery needed to provide visual representation of scheme from key views to allow better understanding of potential impacts	1
Query whether the scheme satisfies National and WHO targets regarding emissions and air quality	1
Suggestion for introduction of Melksham Clean Air Zone / Low Emission Zone	1
Environmental importance of flood meadows south of K&A canal should be formally recognised	1
Suggestion canal bank maintenance will need to be considered and provided for	1
Suggestion for low level lighting measures	1
Scheme needs to demonstrate biodiversity net gain.	1
Suggestion that mitigation measures need to be safeguarded through defect maintenance / replacement periods - say 12 months - to ensure any dead trees are replaced as part of the scheme delivery.	1
Would not have moved to Bowerhill had we known this was a possibility	1
Mapping used in consultation material is out of date	1
Suggestion for advanced warning signs of helicopter use along both stretches of the A350 around the Wiltshire Air Ambulance base	1
Consideration to street lighting brightness and height around an airfield	1
Welcome inclusion of bridge across Wilts & Berks canal route	1
Residents of Lacock, Forest East, "new" Sandridge Estate, Redstocks, Seend Cleeve and Bowerhill bought houses in the belief they would enjoy a semi-rural location.	1
Risk of Melksham being joined with Semington and Seend through development	1
Query regarding street lighting arrangements	1
Query regarding vertical alignment (areas on embankments or in cutting)	1
Query regarding availability of Walking, Cycling and Horse Riding Assessment	1
Melksham known for constant ongoing roadworks - these do not help businesses or residents in the area.	1
Councillors views / judgment regarding this scheme is clouded.	1
Scheme will only benefit businesses on the south coast or other locations far from Melksham.	1
Bowerhill residents feel victimised	1
Working from home will not be possible due to impacts during and after construction	1
Council Tax considered as too high. Concerns there will be further increases associated with increased development resulting from the scheme.	1
Launch of fly-through video suggests this is the only proposal being considered	1

Written and email responses to the consultation	Number
Hope that recent election results will cause Elected Members to think about the consequences of driving through unpopular schemes	1
Route via, and the need to use National Trust land contrasts with rigorous standards required by home owners to maintain listed property	1
Concern the decision to progress with the emerging route is politically motivated	1
Those wanting to proceed with this scheme do not live in or near the affected area	1
Scheme will cost tax payers more - why not have a vote by the residents of Melksham	1
Request for Meeting with Parish Council	1
Query if potential archaeology will be investigated further	1
Suggestion for reflective posts along road verge to deter animal crossing activity when vehicles approach.	1
Will traffic speed cameras be introduced	1
Speed limit queries	1
Request for further mapping information	1
"out of working hours" consultation needs to take place	1
Lopes Close needs to be indicated on some plans	1
Consider reduction of speed limit on roads affected by the scheme e.g. A3012	1
Consider use of part time traffic signalised junctions as alternative to roundabouts	1
Could a weight restriction be introduced in the town centre to encourage / ensure HGVs use the new bypass	1
Traffic congestion to the north of the town by McDonalds will be reduced.	1
HGV traffic to the north and south of Melksham will be diverted to the bypass.	1
A reduction in traffic and noise along the current route of the A350 through north Melksham and past housing in the closes off Hazelwood Road and Longford Road.	1
The speed and efficiency of traffic flow through the town for local transport will be improved.	1
Shorter journeys from the A350 north of Melksham to and from the east of Melksham, moving traffic away from both the A3102 traffic centre and Woodrow Road (to Lacock) onto new routes.	1
Eastern Way will be truly bypassed.	1
The use of Woodrow Road and the Lacock Road as 'shortcuts' to Lacock will be reduced.	1
The bypass will provide an additional crossing over the River Avon.	1
The increased HGV traffic along the A350 as a result of the possibly permanent closure of Cleveland Bridge in Bath will be mitigated by the bypass.	1
Route 10c can be made future-proof. It is already a full bypass and is a high quality road.	1
Once Bank Street and Lowbourne are no longer main transit routes through Melksham, town centre improvements for both business and leisure purposes can be considered.	1
New opportunities are bound to be presented as a result of the bypass, although these are unknown at present.	1
The diversion of traffic away from the town will reduce air pollution in the town centre, improving air quality.	1
The proposed bridge at Lower Woodrow will support the National Cycle Network Route and aid access to existing bridleways and footpaths.	1

Written and email responses to the consultation	Number
The proposed bypass is some distance from a lot of existing housing development improving air quality and reducing noise pollution.	1
The proposed route will enable safer access to Melksham Oak School.	1
Route 10c is the least worst route!	1
The route needs to be sustainable in the longterm.	1
Will the bypass still be needed in 20/30 years' time?	1
As approximately 50% of journeys are less than five miles in distance, will people use the bypass?	1
Traffic may just be split between two A roads – HGVs on the bypass and more local traffic on the 'old' A road.	1
Further investigation is needed regarding the 'right' route.	1
Traffic may continue to use other routes to cross the town to access the bypass eg Sandridge Road, meaning that traffic flow on these roads may not decrease.	1
Further analysis of traffic flows is needed.	1
There seems to have been a lack of consideration of public transport routes, including walking and cycling routes and the integration of these into the proposed bypass route.	1
People may be deterred from coming to Melksham – they may simply use the bypass.	1
The proposed route will result in the compulsory purchase of land or the severing of existing farms.	1
Responsibility to the environment and wildlife habitats which will be impacted by the construction of the bypass.	1
Has the carbon footprint of the proposed route been investigated?	1
Residents need easy access to all the information required to enable them to make an informed decision.	1
Grant Shapps' statement on the Transport Decarbonisation Plan published on 14 July 2021 should be taken into account. Its opening paragraph states 'Transport decarbonisation is a dull way of describing something much more exciting and far-reaching. Because transport is not just how you get around. It is something that fundamentally shapes our towns, our cities, our countryside, our living standards, our health, and our whole quality of life.	1
Can the bridge over Clackers Brook be built wide-enough to accommodate the likelihood of flooding?	1
Can the bridge over Clackers Brook be built with public access?	1
Suggestion for the installation of deer fencing to reduce the potential for road traffic accidents involving deer.	1
The cycleways/ footways should be segmented from the bypass by a clear barrier	1
All cycleways should be incorporated into the existing cycle network.	1
An extension/ improvement to the National Cycle Network from Melksham to Lacock should be created.	1
Suggestion for pedestrian and cycle provision along the current A350 south from Farmers Roundabout to the entrance to Melksham Cemetery, providing safe a walking route from the Hazelwood Road area, rear of the Campus and potential new canal-side build to the stores and station area.	1
Suggestion for the improvement of connectivity between the north of the town and the town centre through the existing subway.	1

Written and email responses to the consultation	Number
Suggestion for the creation of access from the railway station behind Spencers Social Club to a new pedestrian crossing across the A350 giving access to Scotland Road and the Riverside Drive area.	1
Suggestion for improvements to pedestrian and cycle access from the outskirts of the town to the town centre and from the town centre to the countryside through the creation of designated cycleways	1
The bypass could be used to improve connectivity to the adjacent countryside through the use of laybys with suitable gated access to existing rights of way.	1
Suggestion for she smoothing out of the 'bulge' in the bypass adjacent to Redstocks whilst recognising the need to protect the recently discovered archaeological site.	1
Suggestion for tree planting adjacent to Redstocks to mitigate noise pollution.	1
Improvement of the proposed bridge at Woodrow.	1

